

FIG. 1

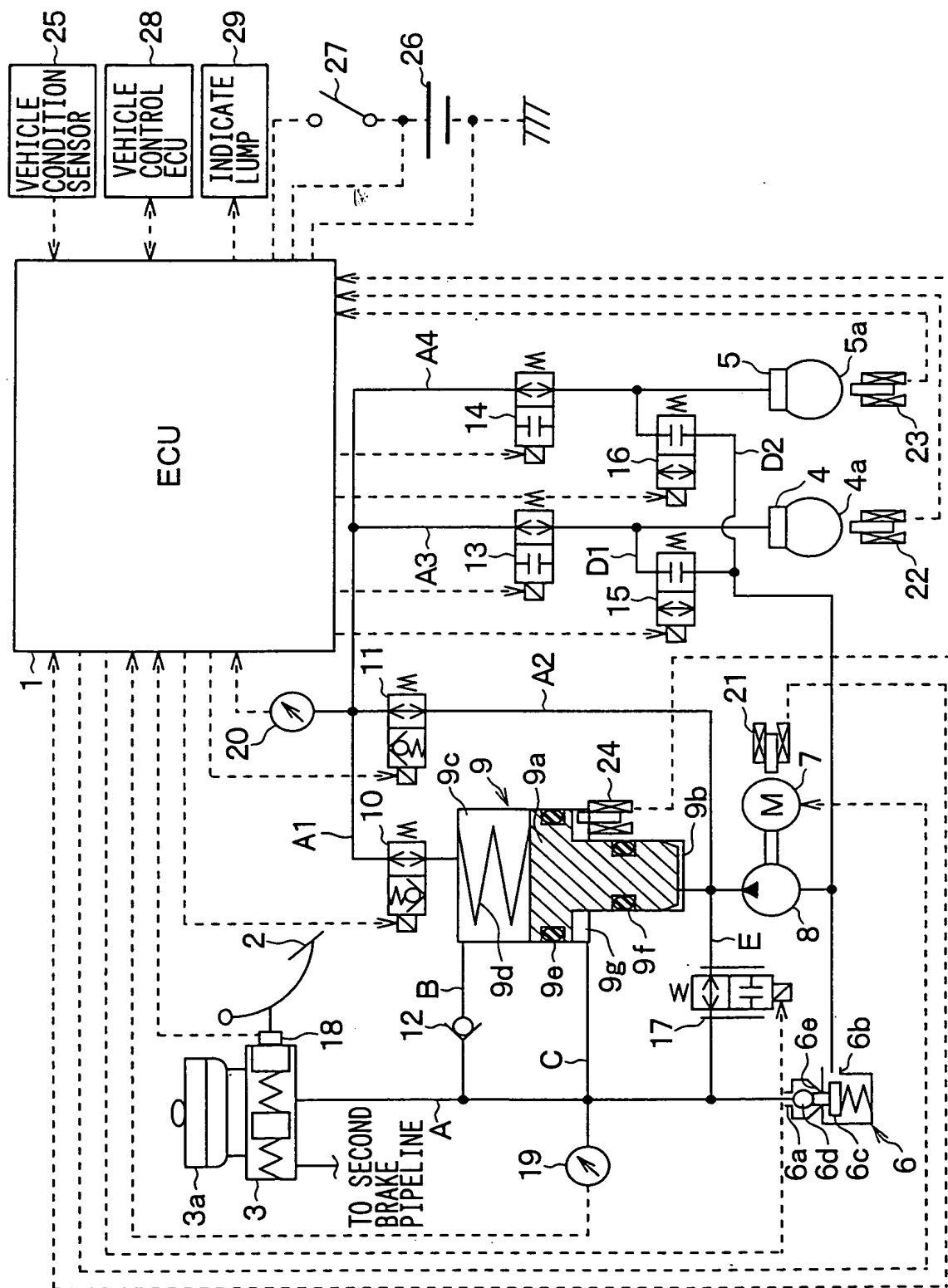


FIG. 2

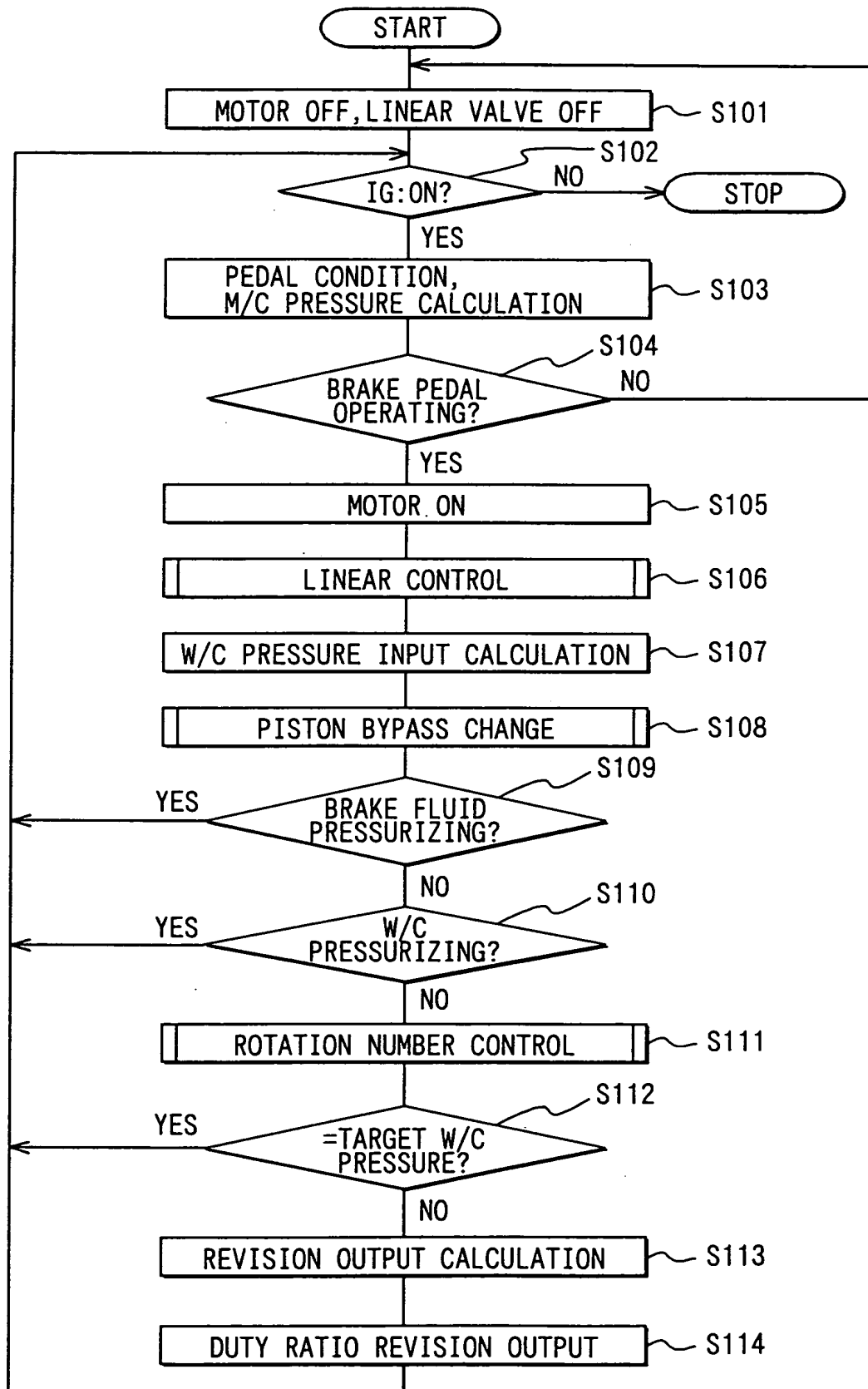


FIG. 3

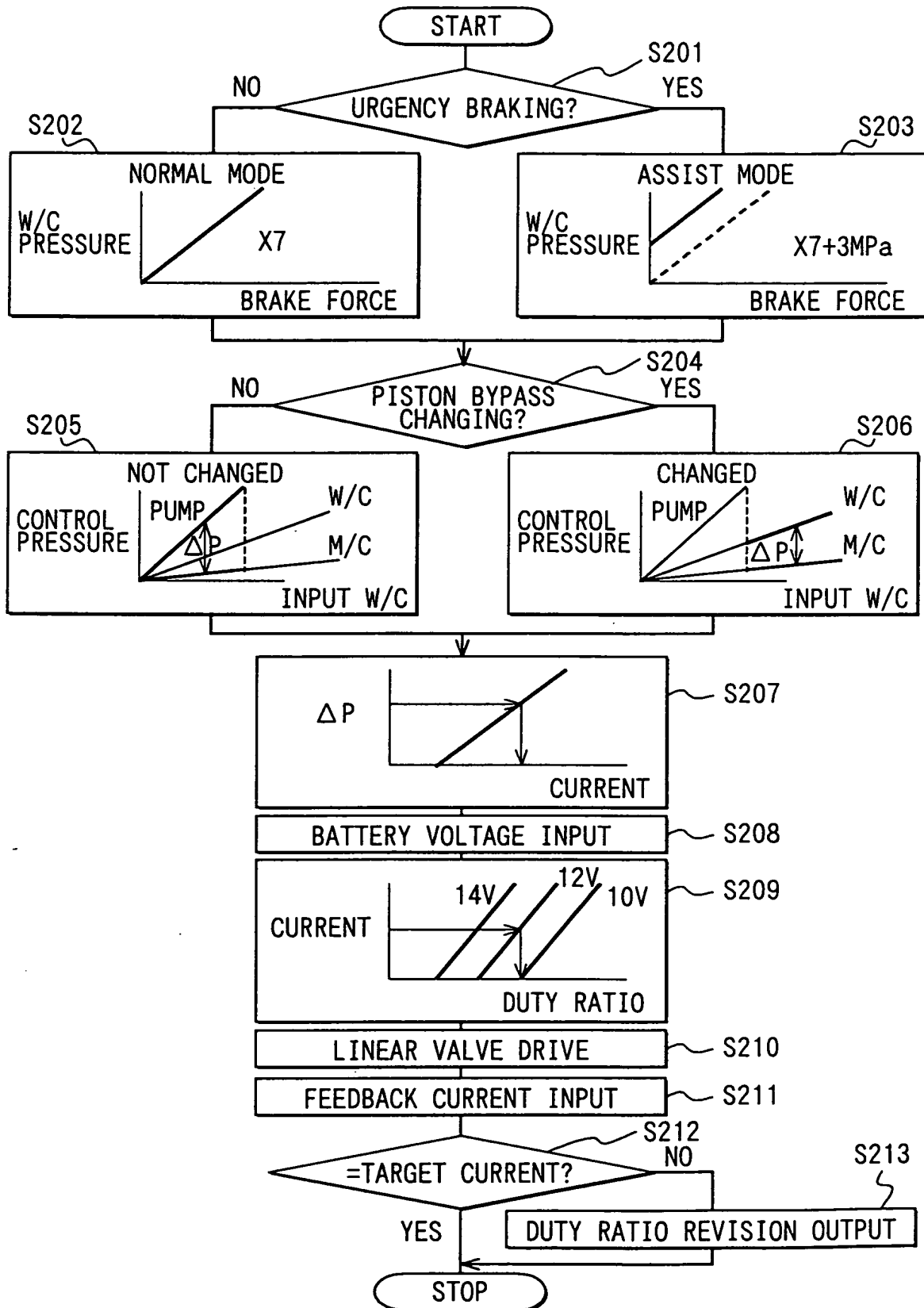


FIG. 4

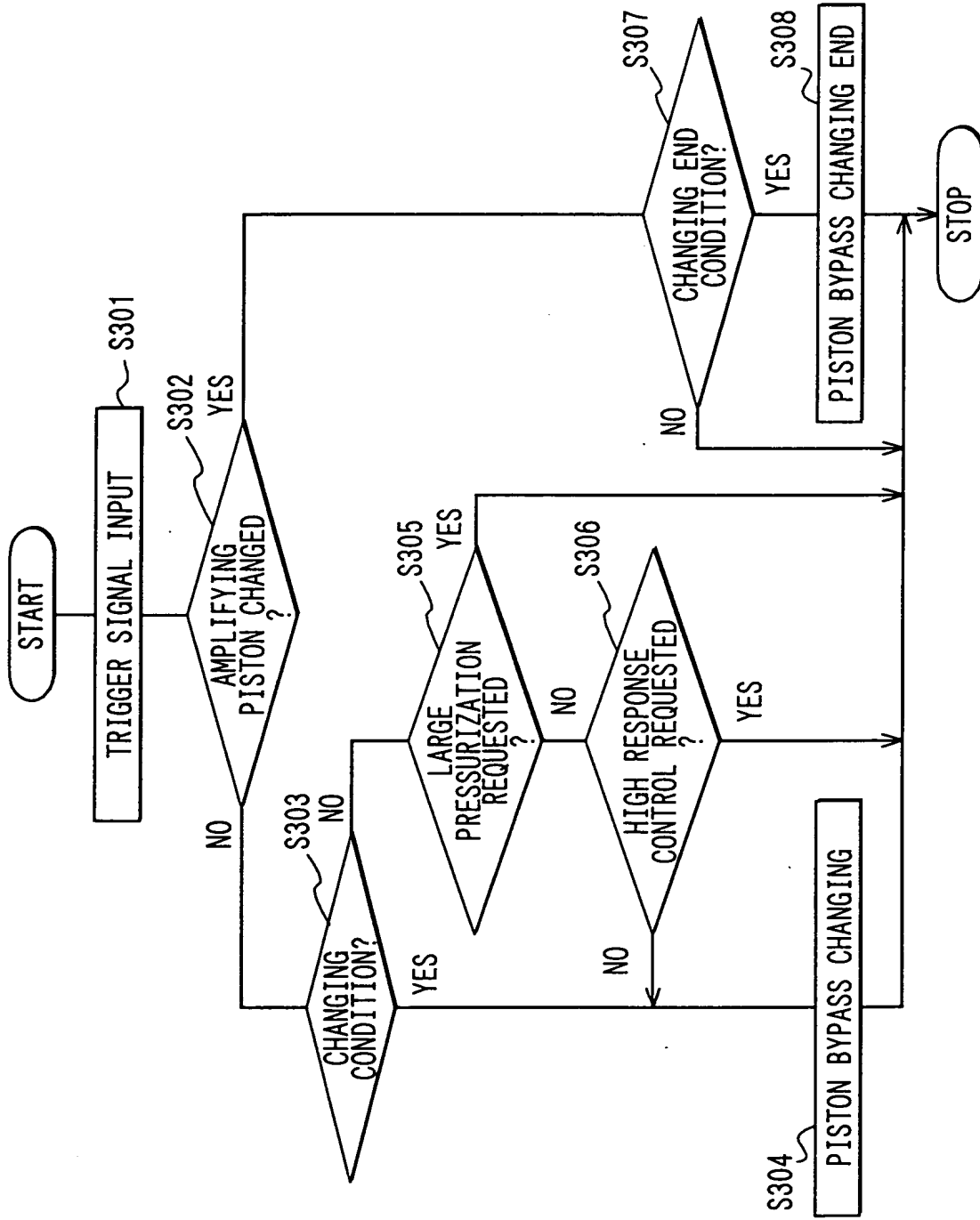


FIG. 5

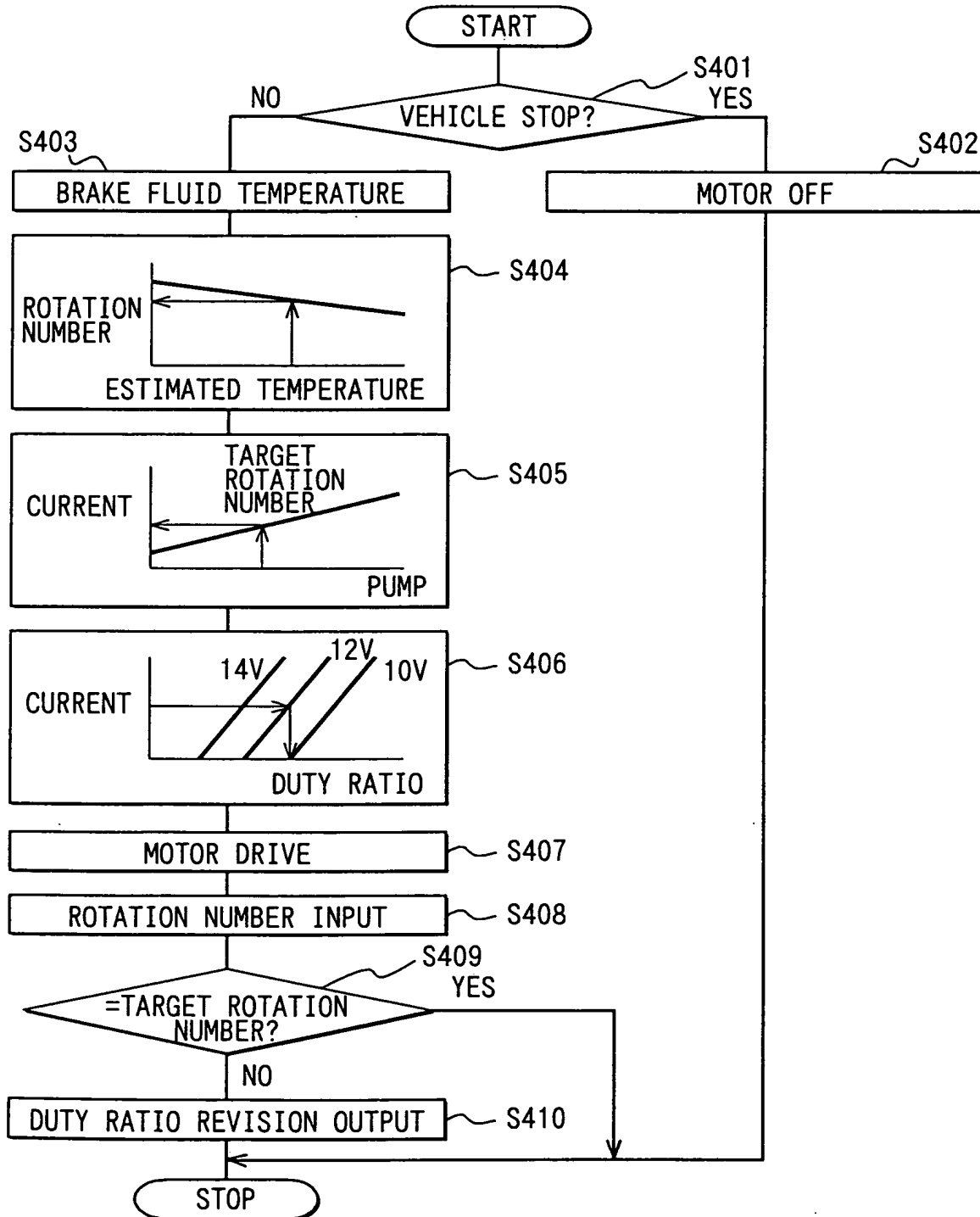


FIG. 6

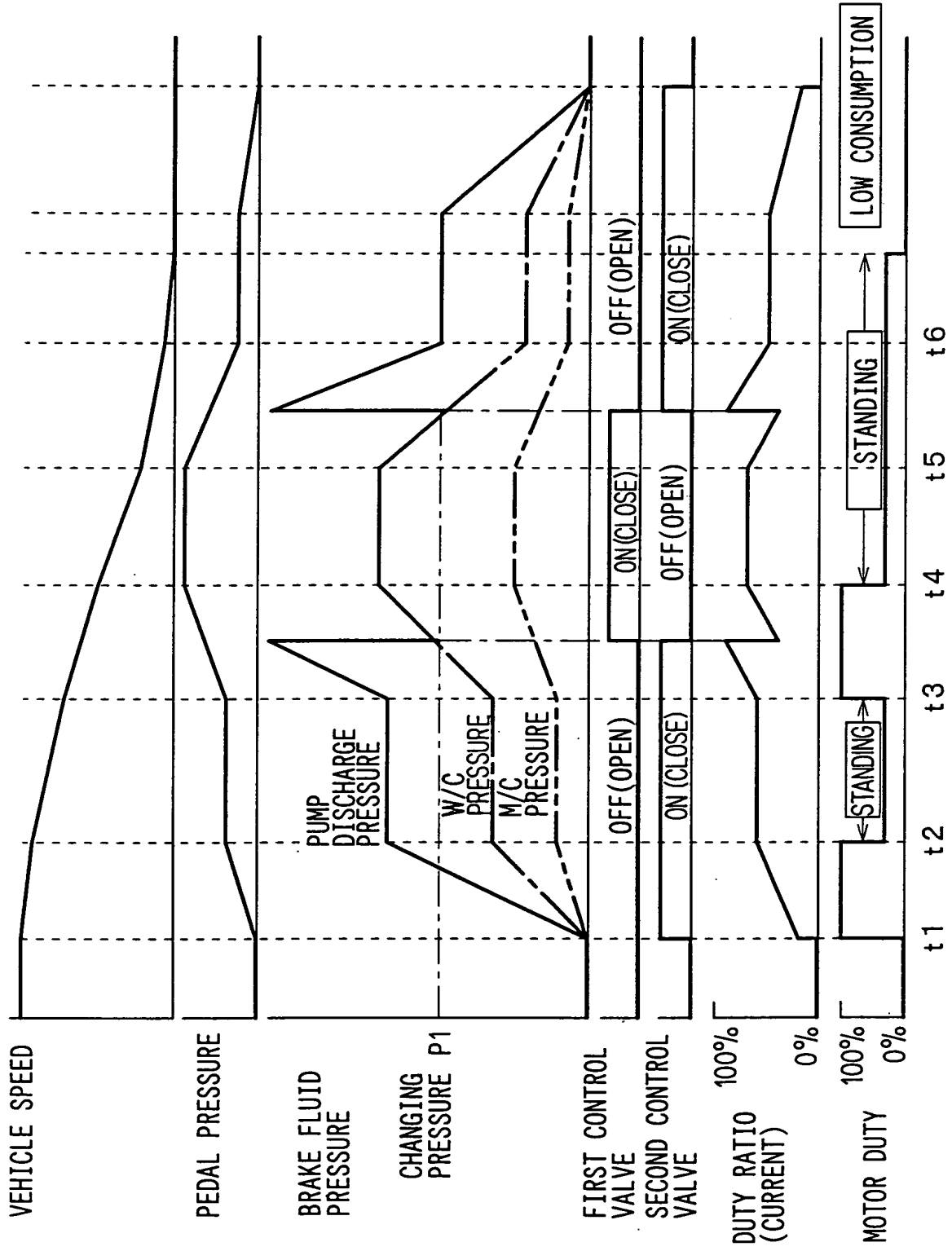
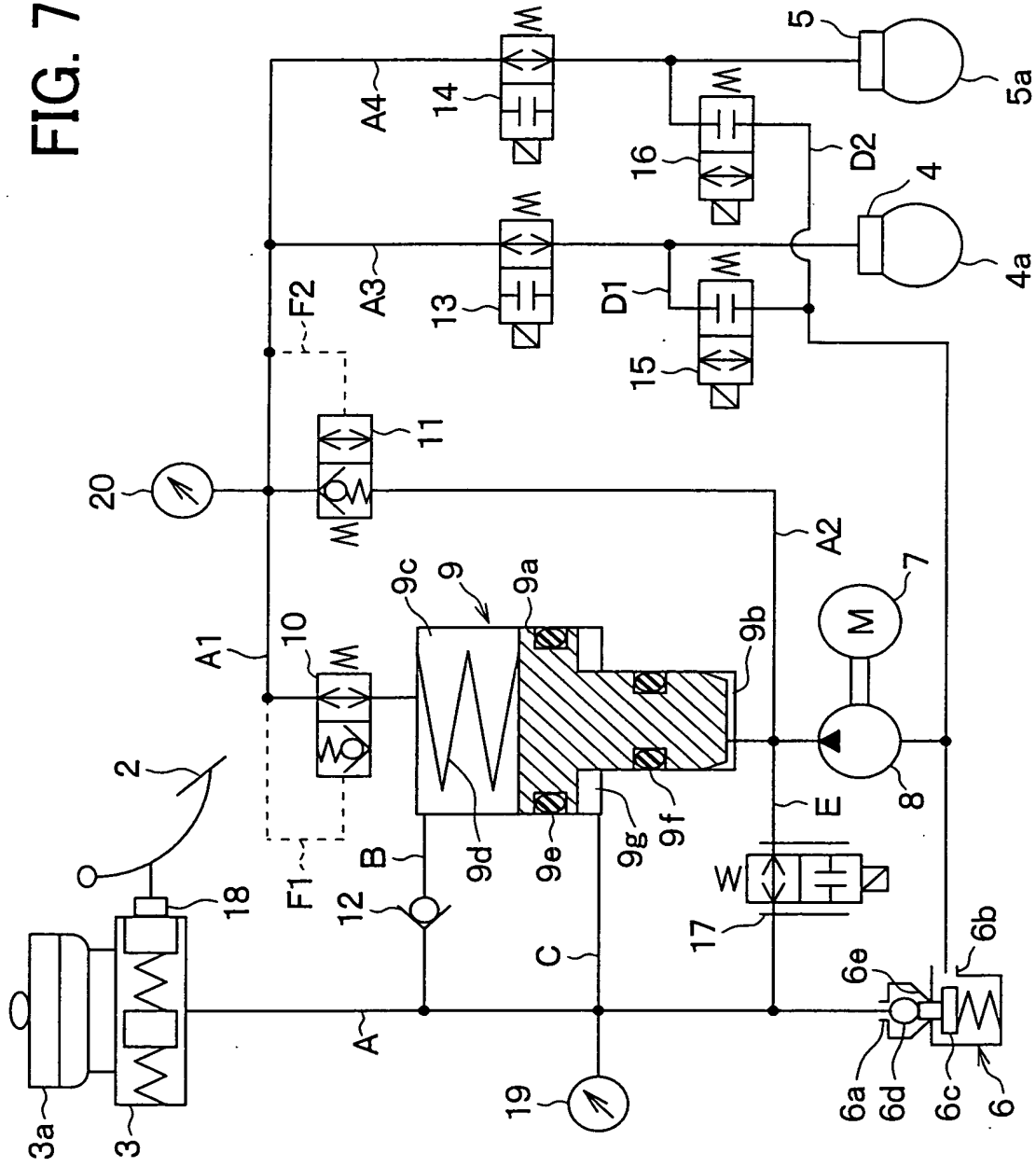
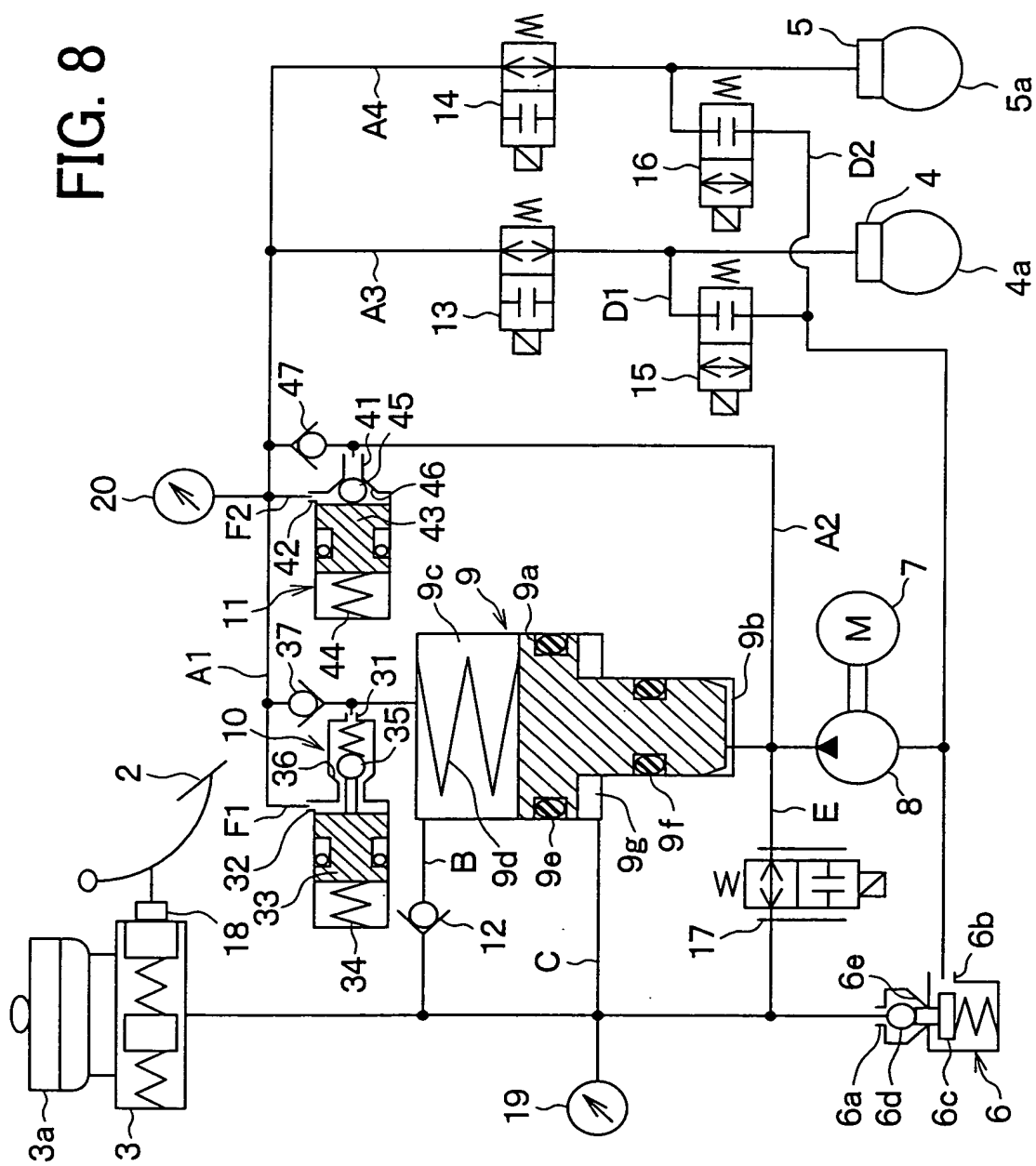


FIG. 7



[illegible]

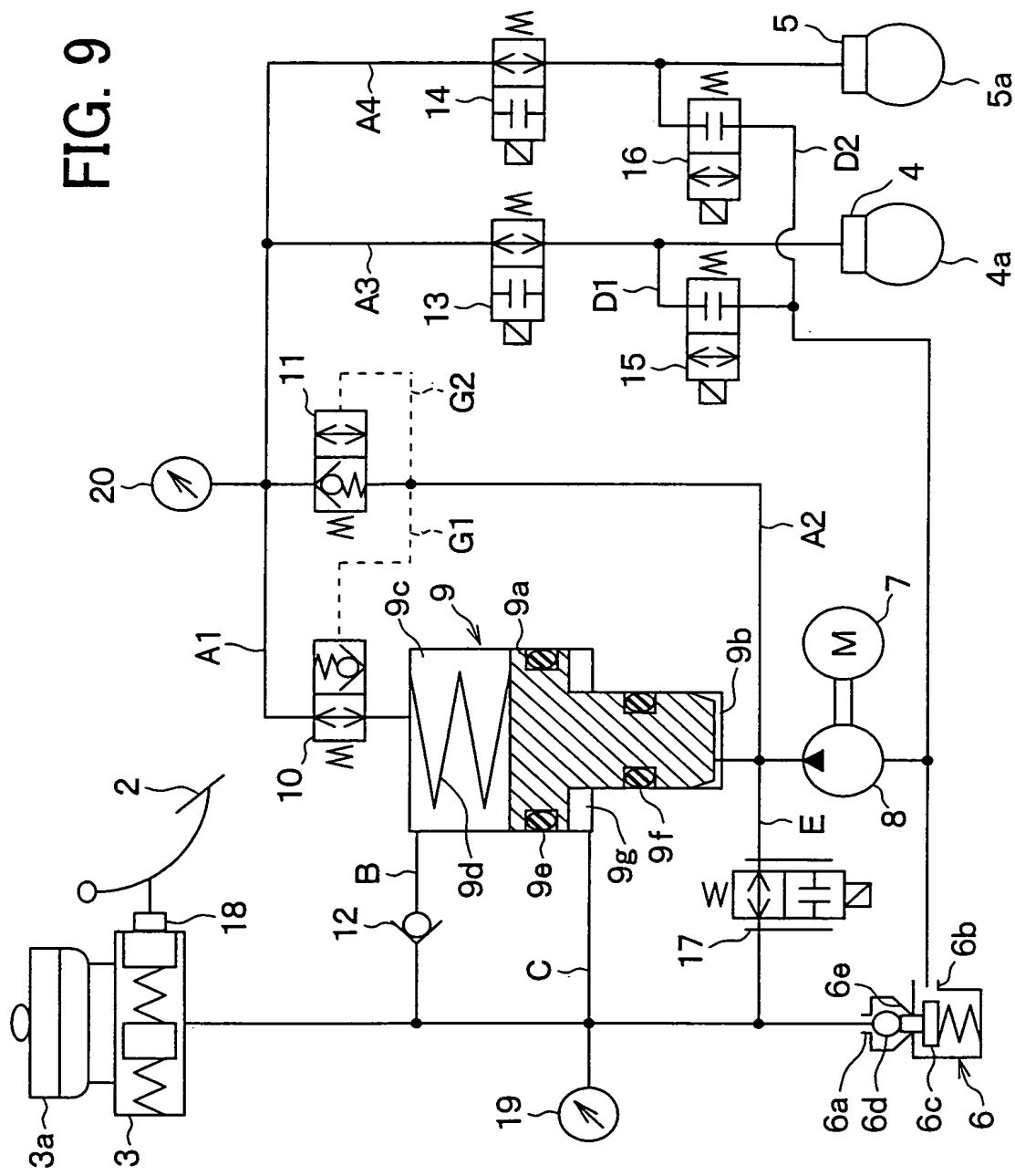
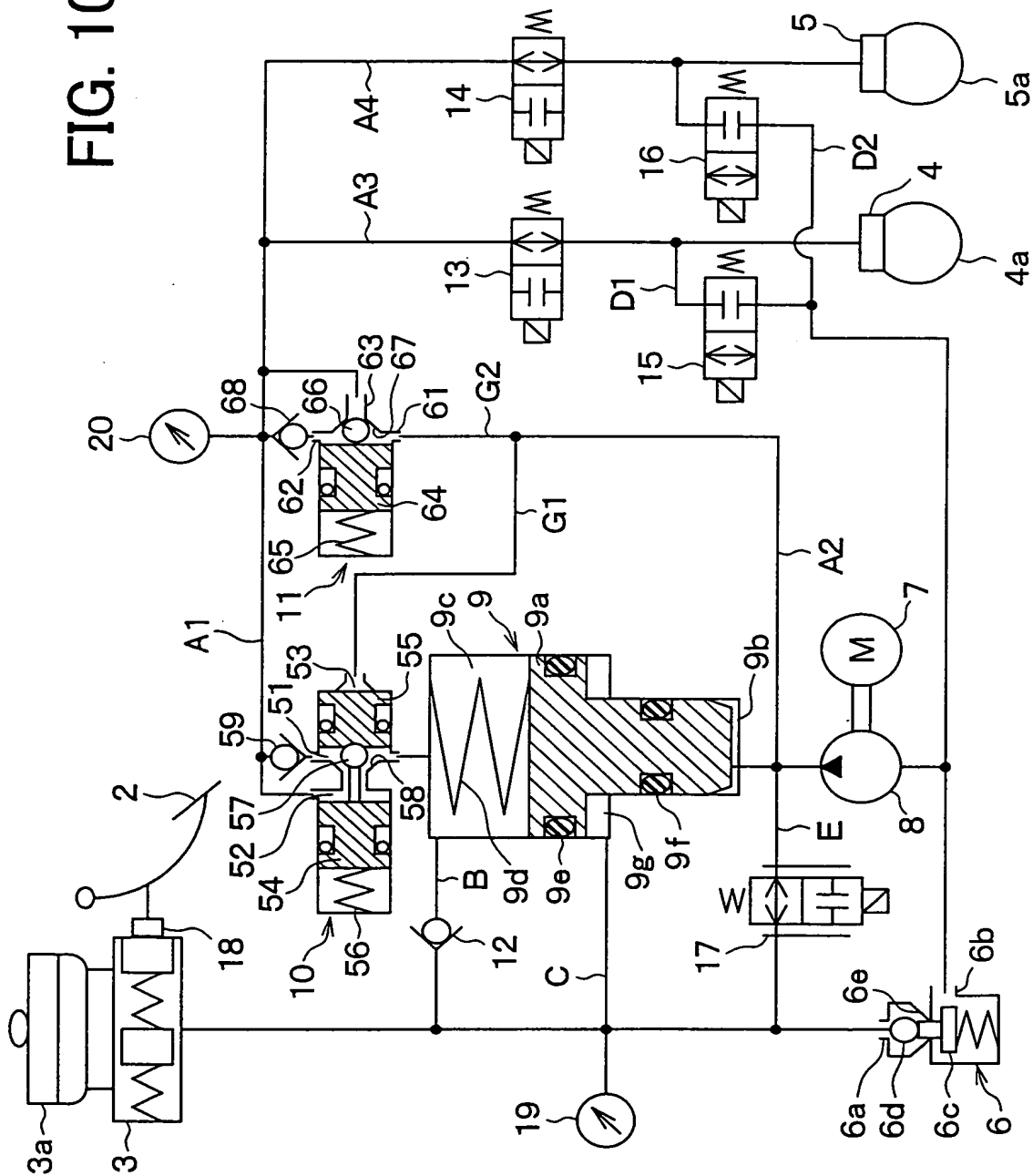


FIG. 9

FIG. 10



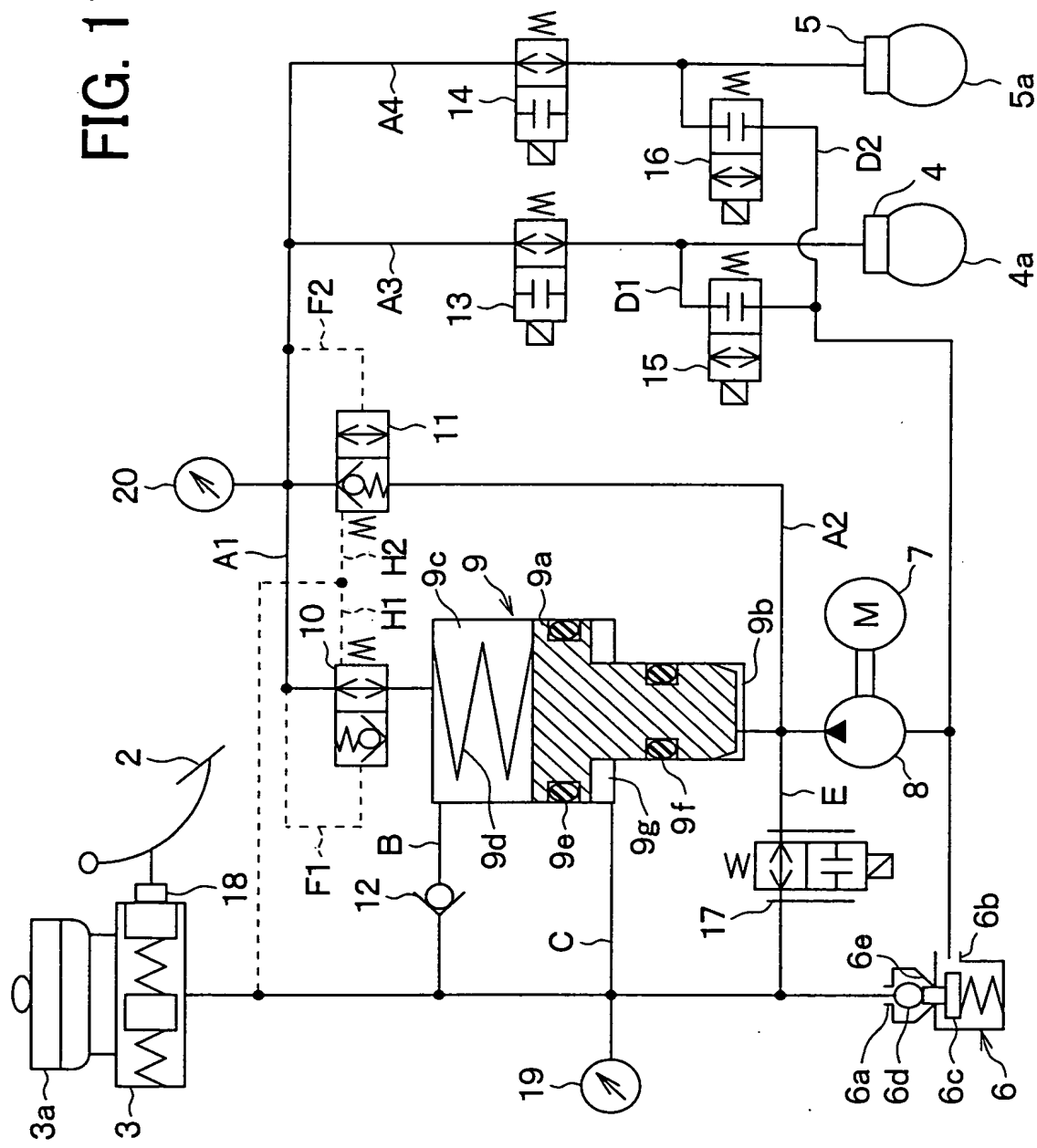
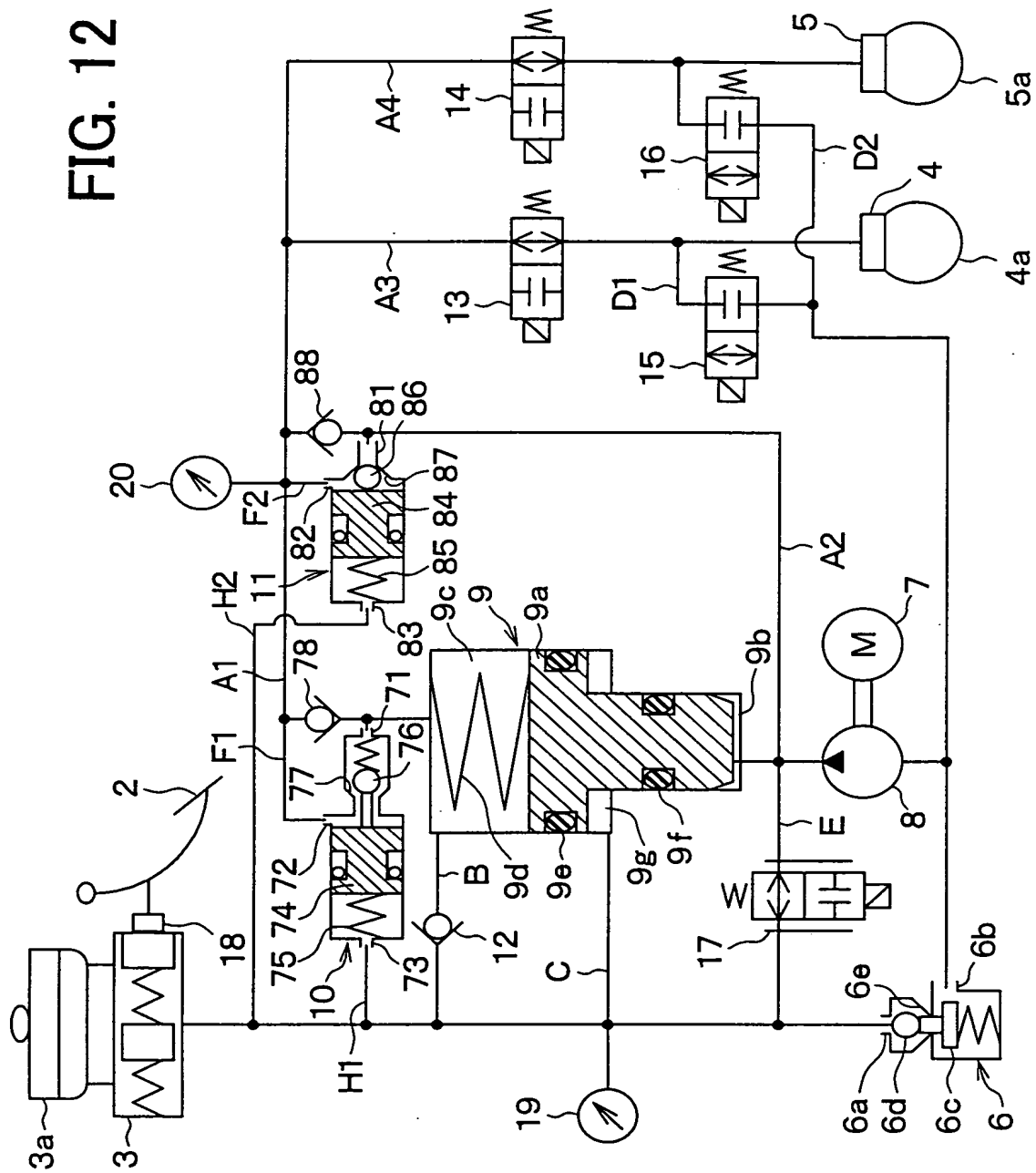
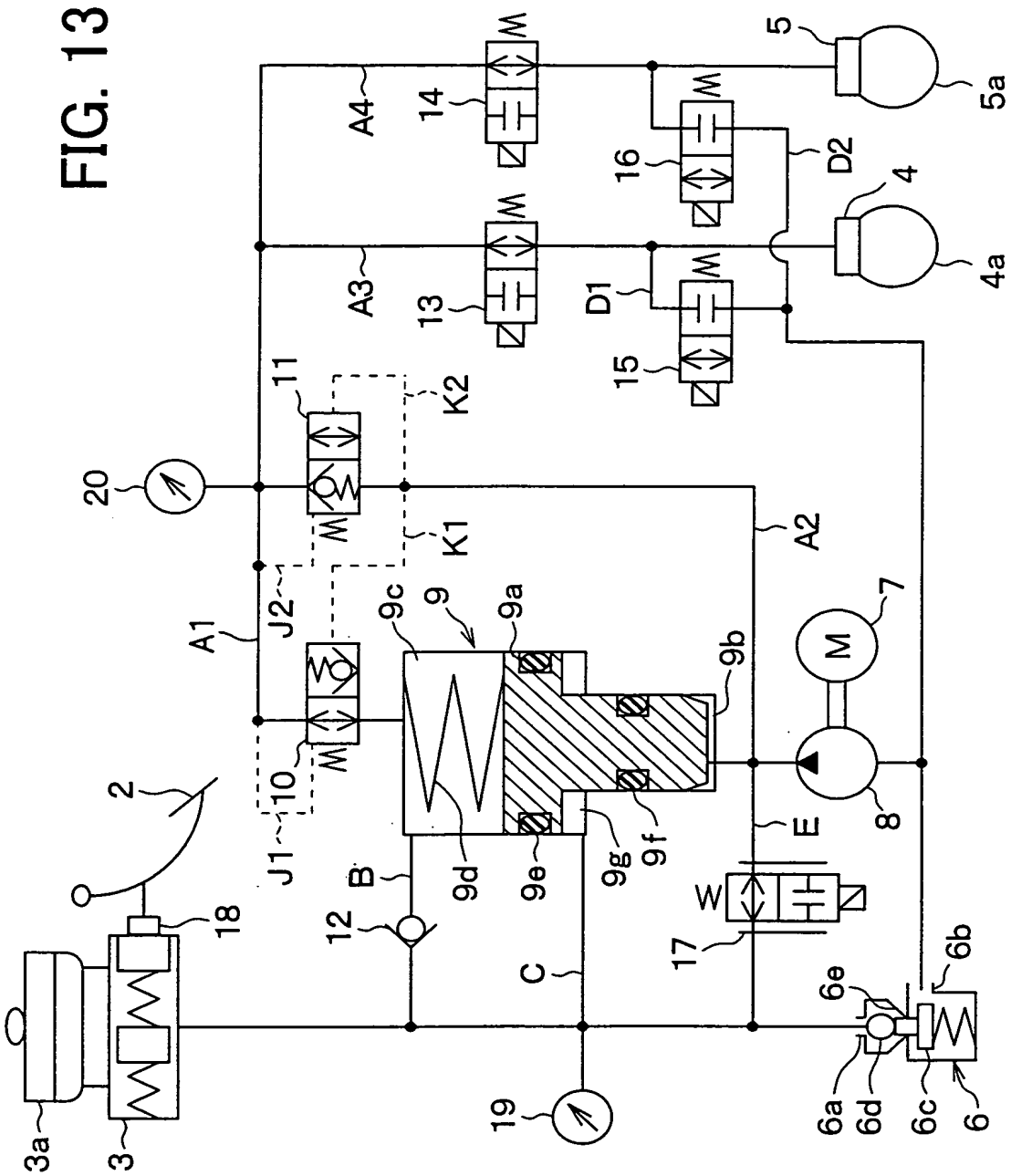


FIG. 11

FIG. 12





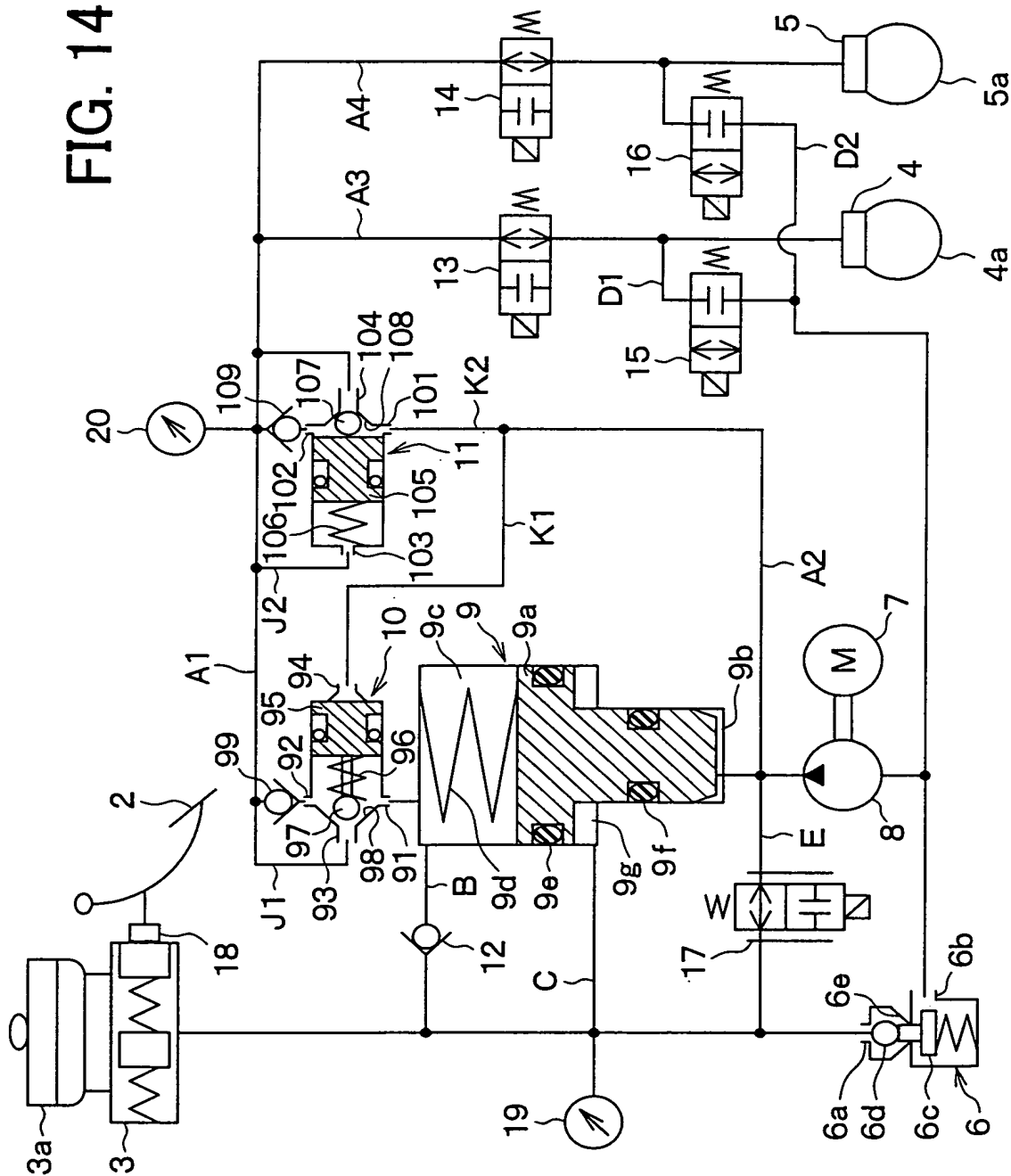
[illegible]

FIG. 16

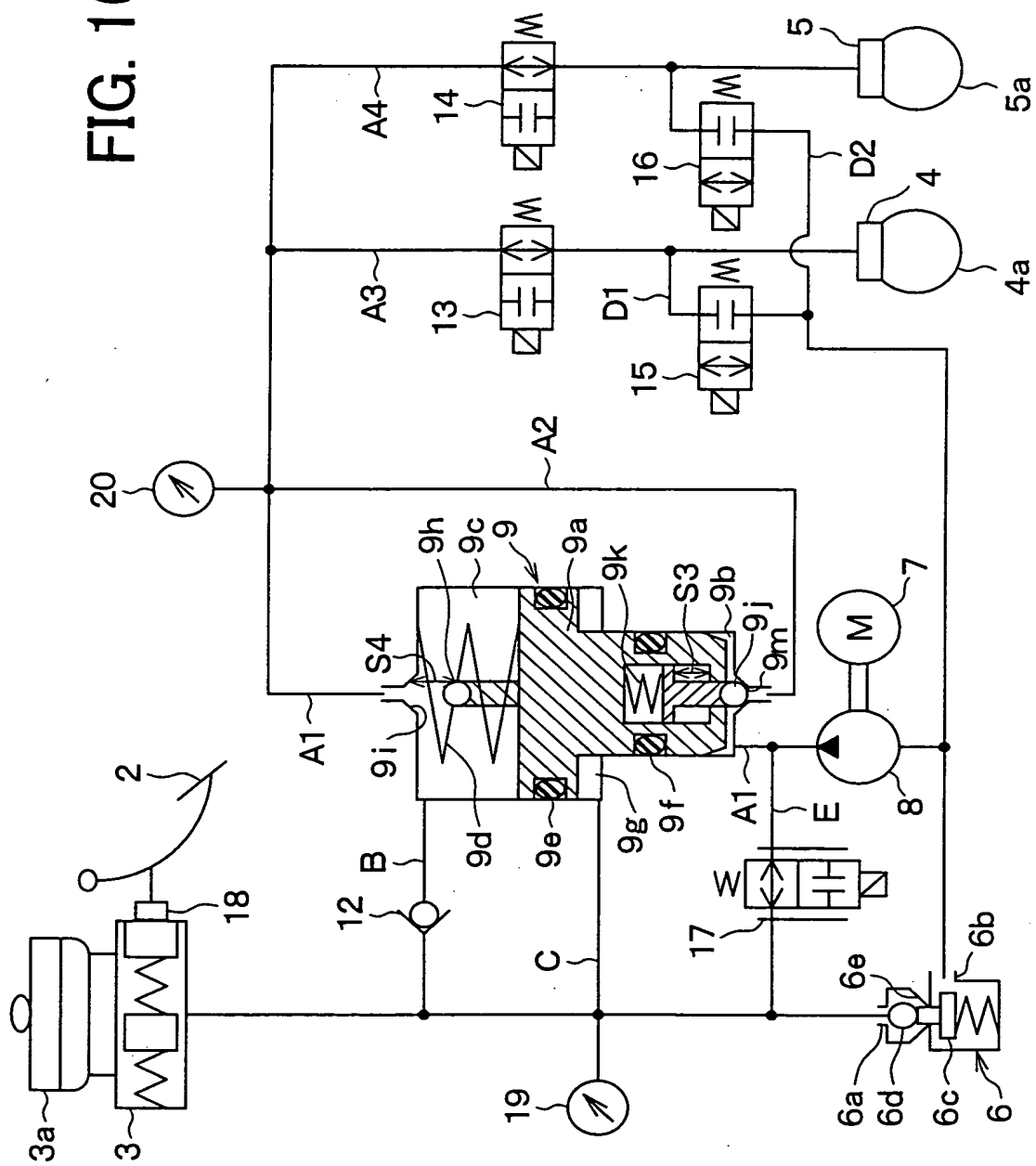


FIG. 1

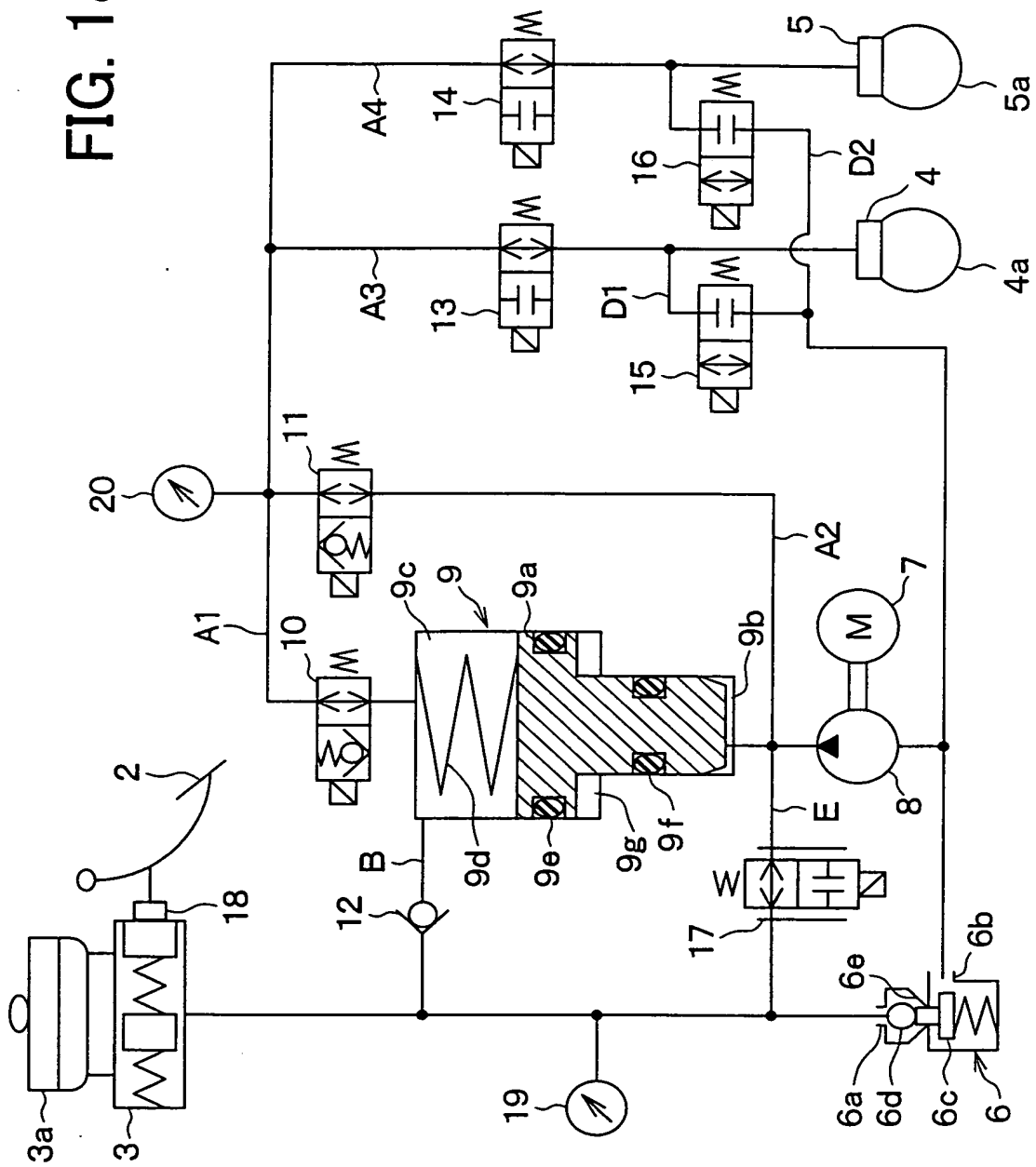


FIG. 1

The diagram illustrates a hydraulic system for a vehicle seat. The system includes a pump 3 with a pressure relief valve 3a, a check valve 18, and a pressure gauge 19. The pump feeds into a main line with a pressure gauge 20. This line branches into three parallel actuators: a seat back actuator 4 with a motor 7 and a pressure gauge 8, a seat cushion actuator 5, and a footrest actuator 6. Each actuator is controlled by a solenoid valve (13, 14, 15) and a check valve (16, 17, 18). The actuators are connected to a common return line that leads back to the pump. The diagram also shows a cross-section of the seat structure 9 with various components labeled 9a through 9f.

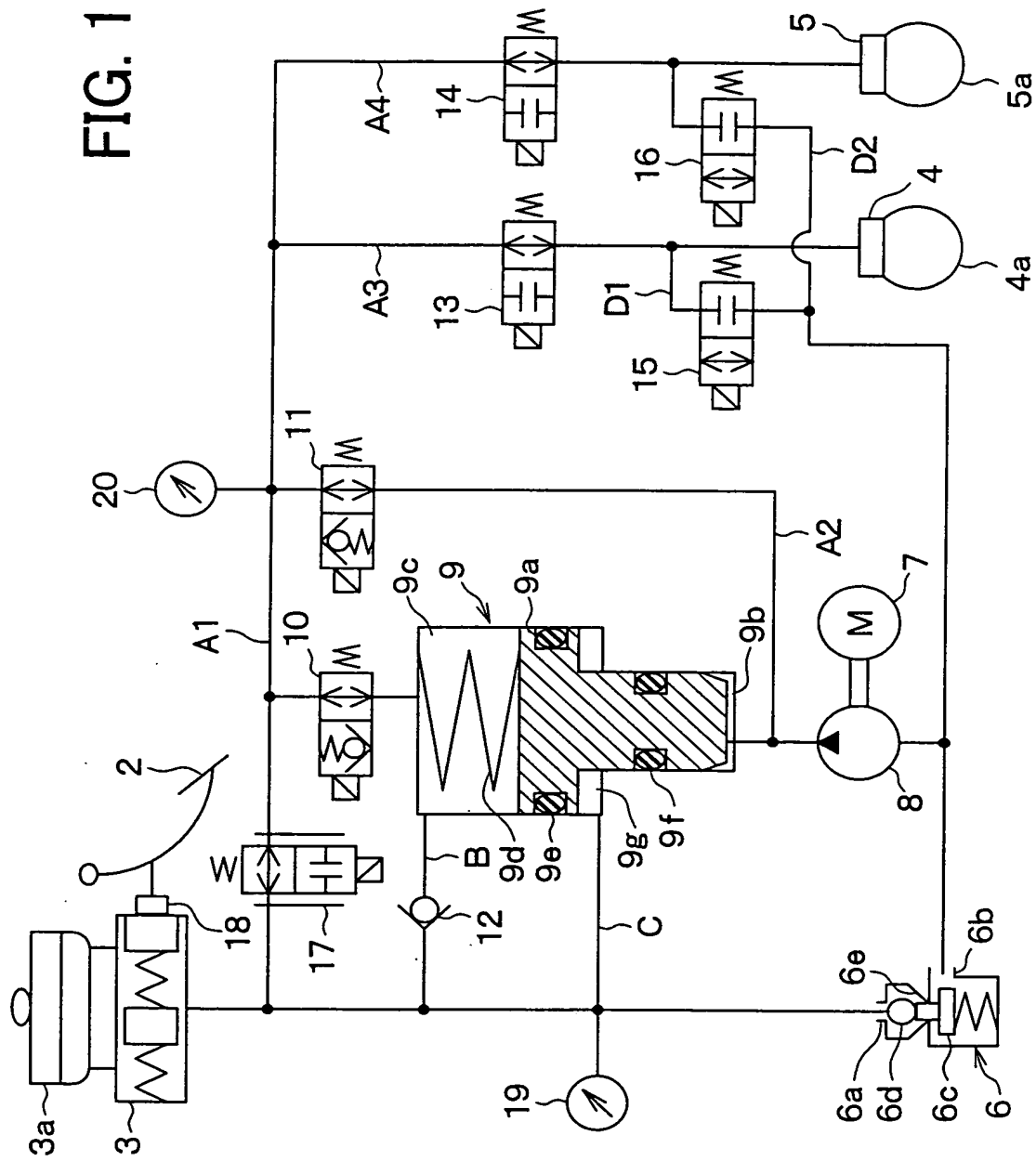


FIG. 21

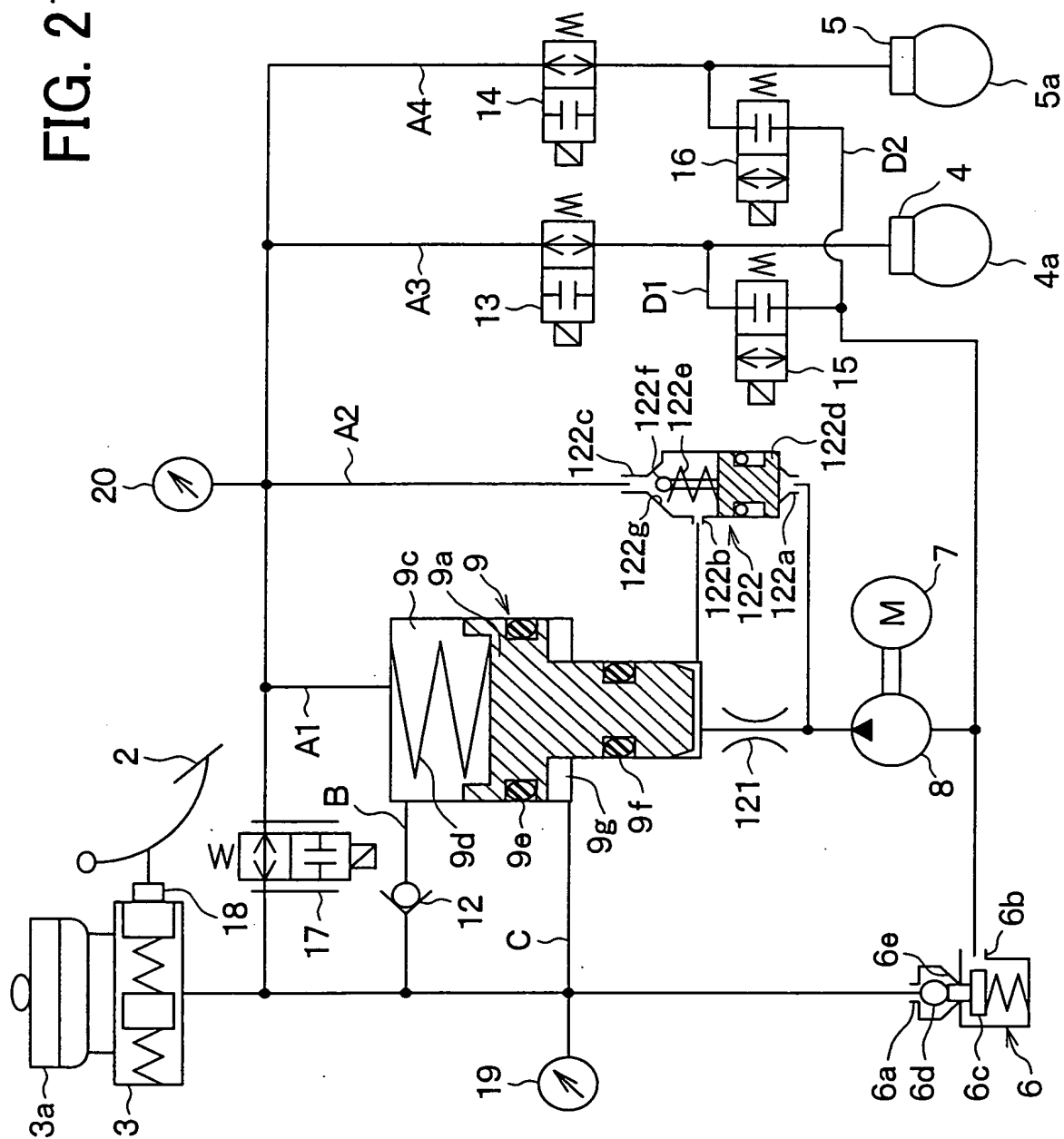


FIG. 22

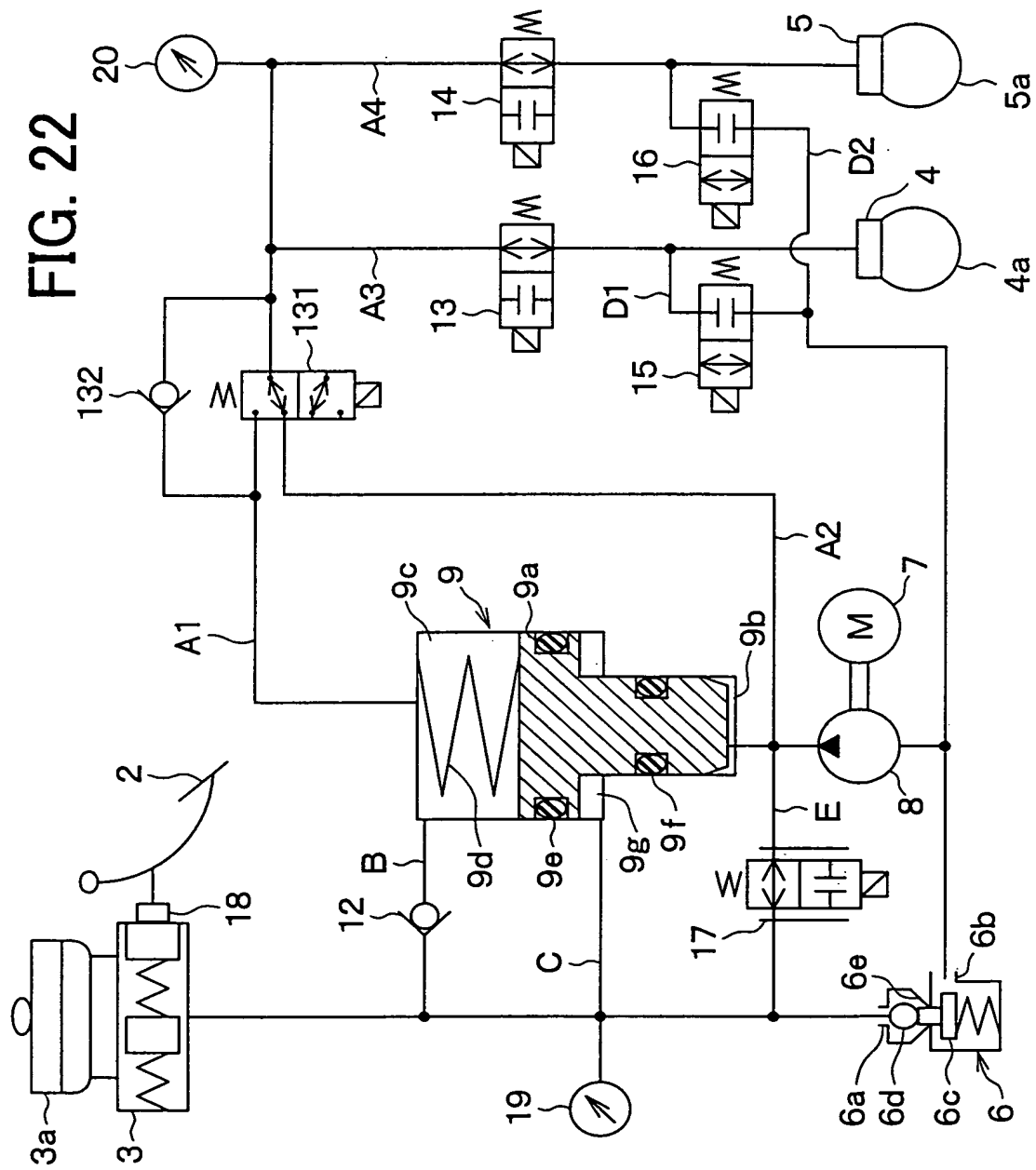


FIG. 23

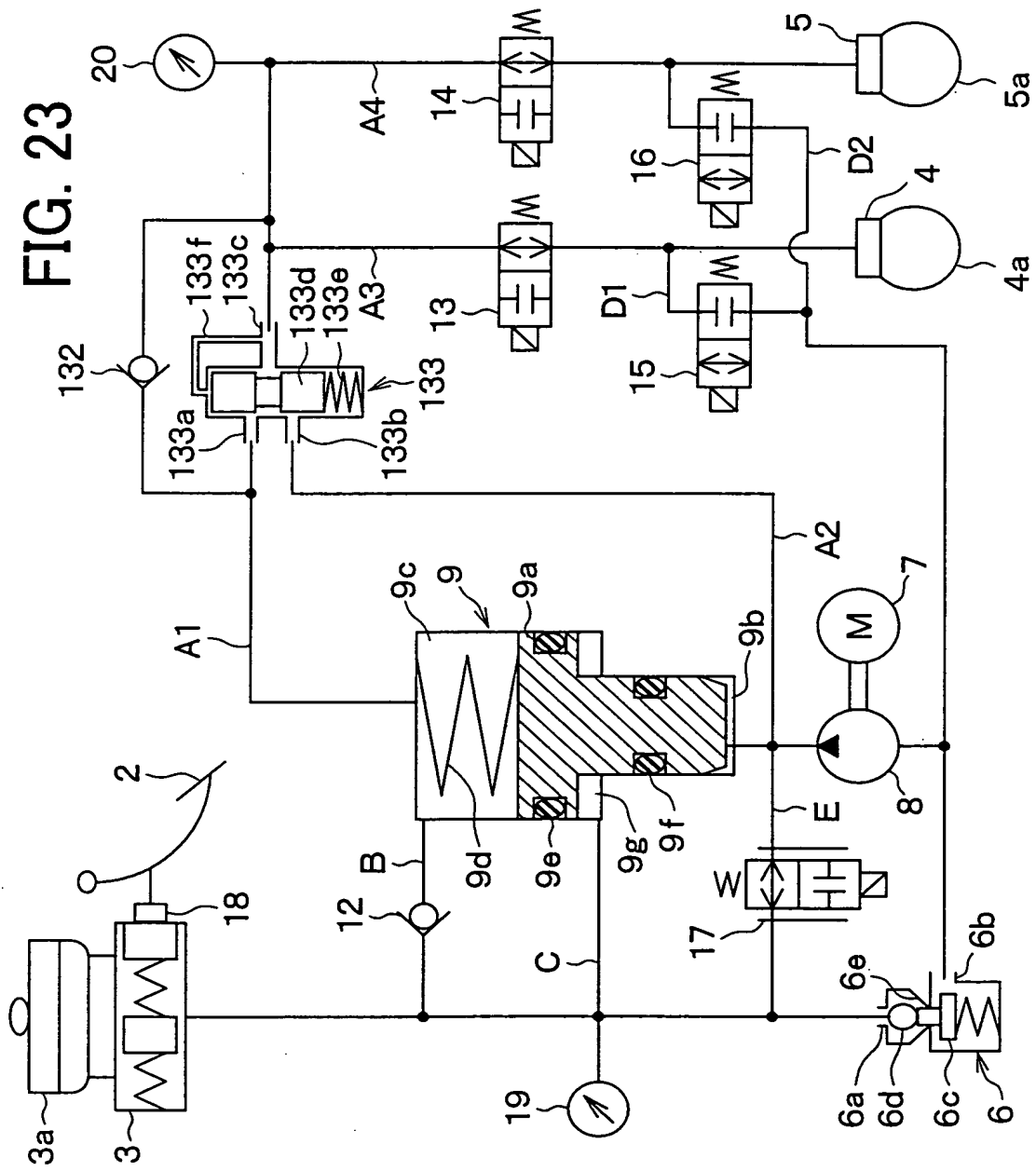


FIG. 24

The diagram illustrates a vehicle brake system architecture. At the top, a **BRAKE CONTROL ECU** (1) and a **REGENERATIVE BRAKE CONTROL ECU** (141) are shown. The Brake Control ECU (1) receives signals from **SENSORS** (indicated by dashed arrows) and sends control signals to **CONTROL VALVES** (indicated by dashed arrows). The Regenerative Brake Control ECU (141) is connected to a motor (M) (142). The hydraulic system includes a master cylinder (3) with a piston rod (3a) and a spring (18). The master cylinder is connected to a line (2) that leads to a series of solenoid valves (10, 11, 12, 13, 14, 15, 16). These valves are controlled by the Brake Control ECU (1). The system also includes a pump (4) driven by a motor (5a), a pump (7) driven by a motor (8), and a pump (142) driven by a motor (M). The pumps are connected to a network of pipes (4a, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16) that lead to various components, including a master cylinder (3) and a slave cylinder (6). The slave cylinder (6) contains a piston (6a) and a spring (6c). The system is also equipped with a pressure sensor (19) and a temperature sensor (20). The diagram shows the flow of hydraulic fluid (indicated by arrows) and the electrical control signals (indicated by dashed lines) between the ECUs and the various components of the brake system.

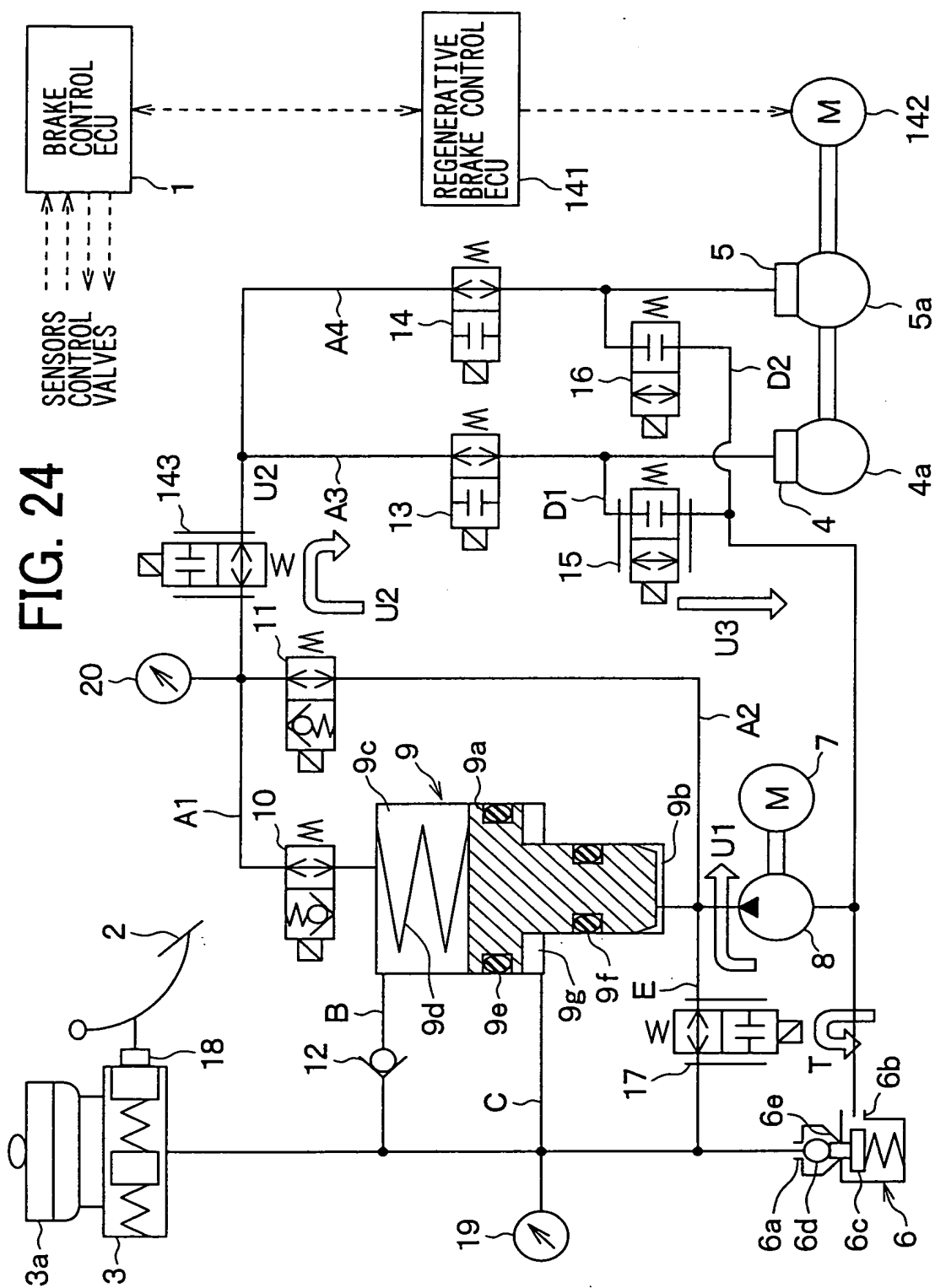
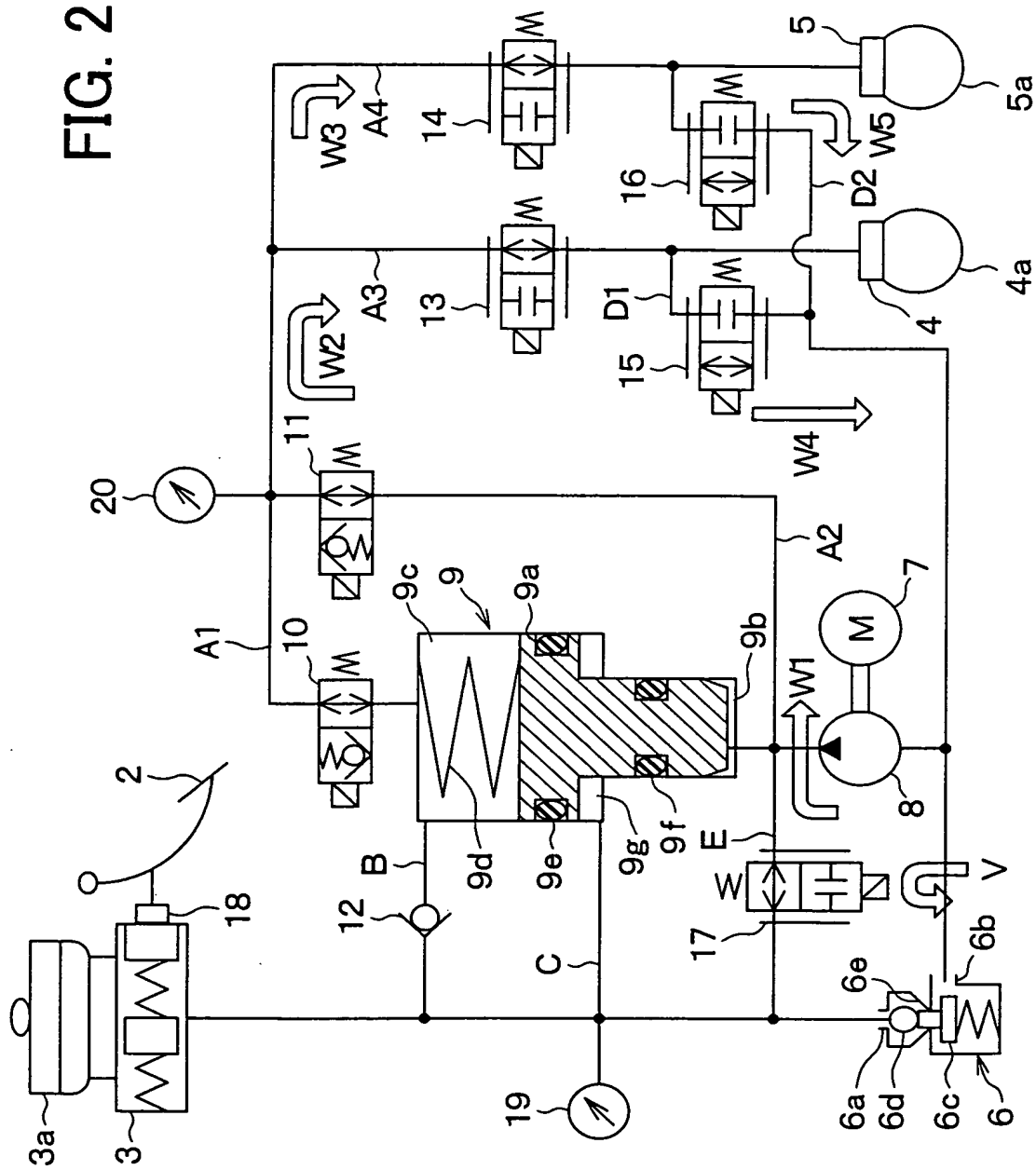
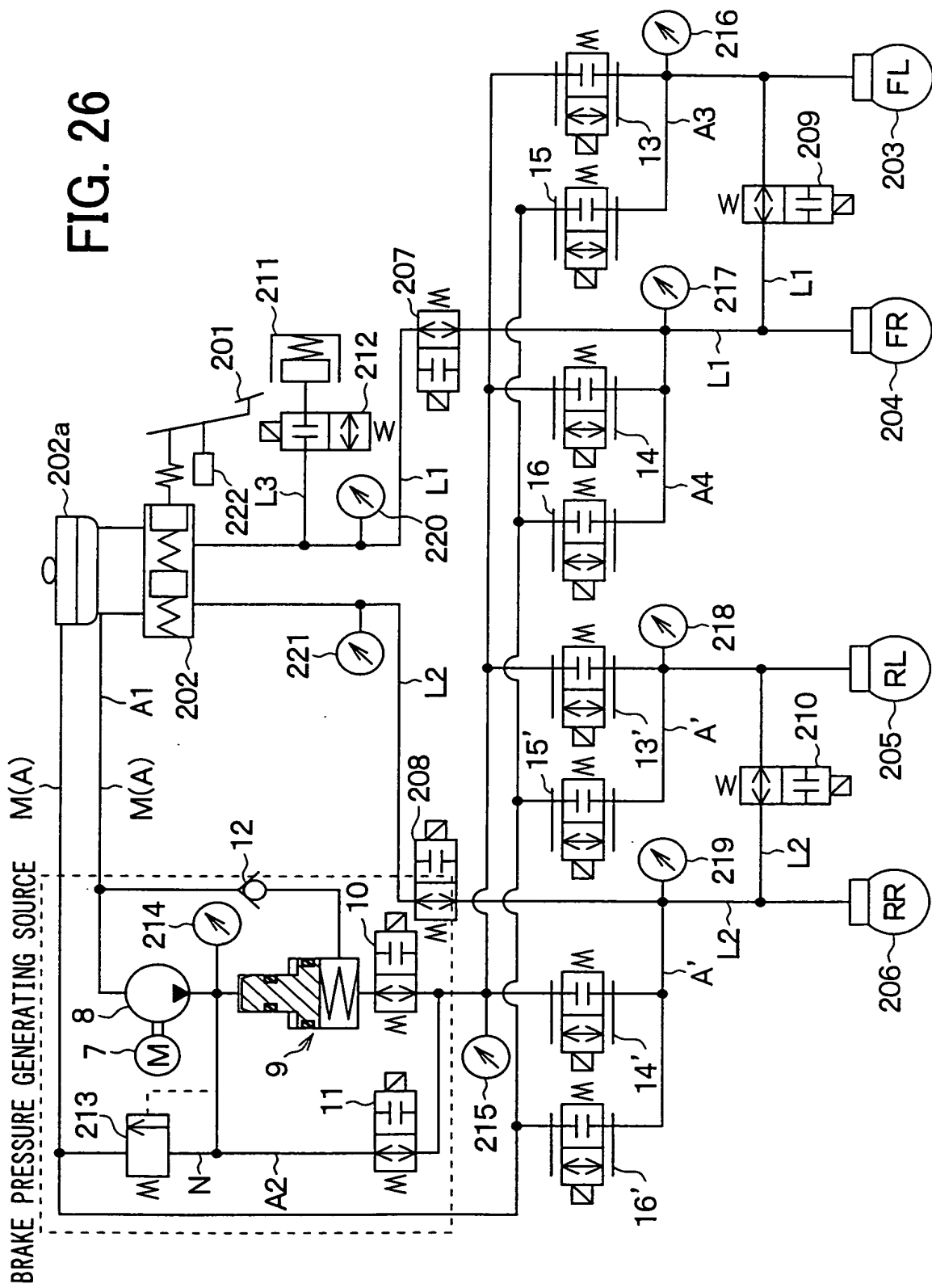


FIG. 25





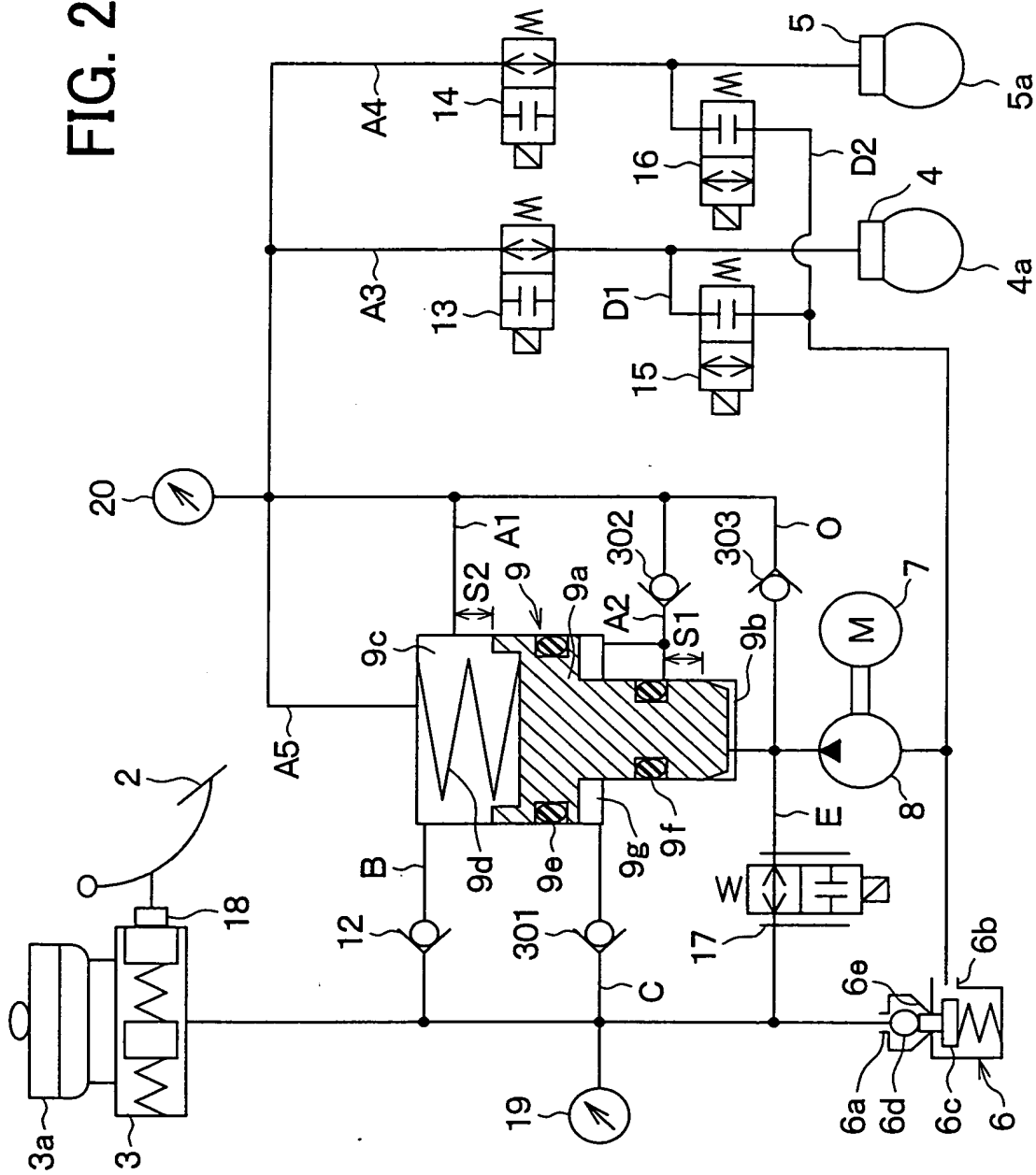


FIG. 28

FIG. 29

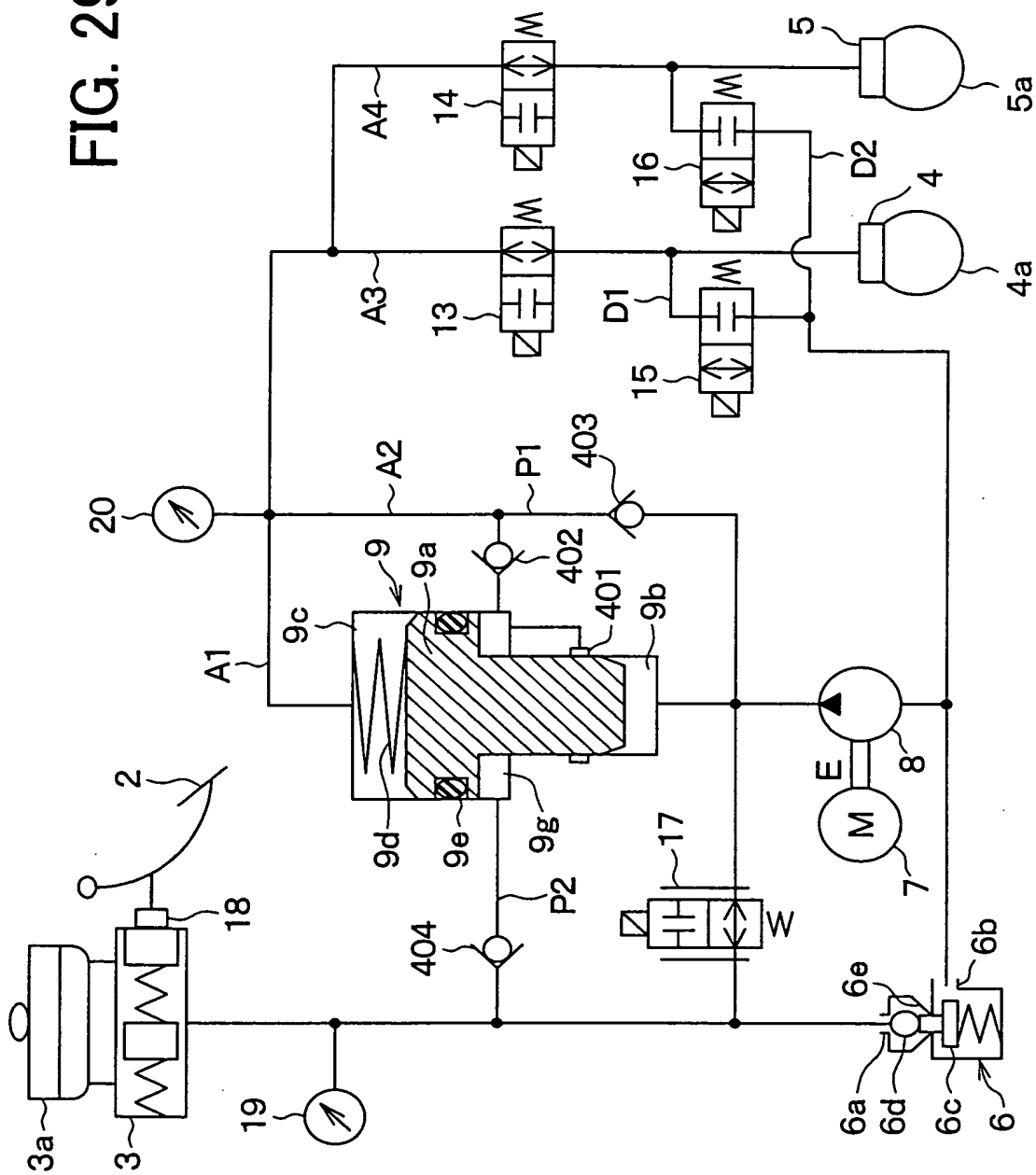
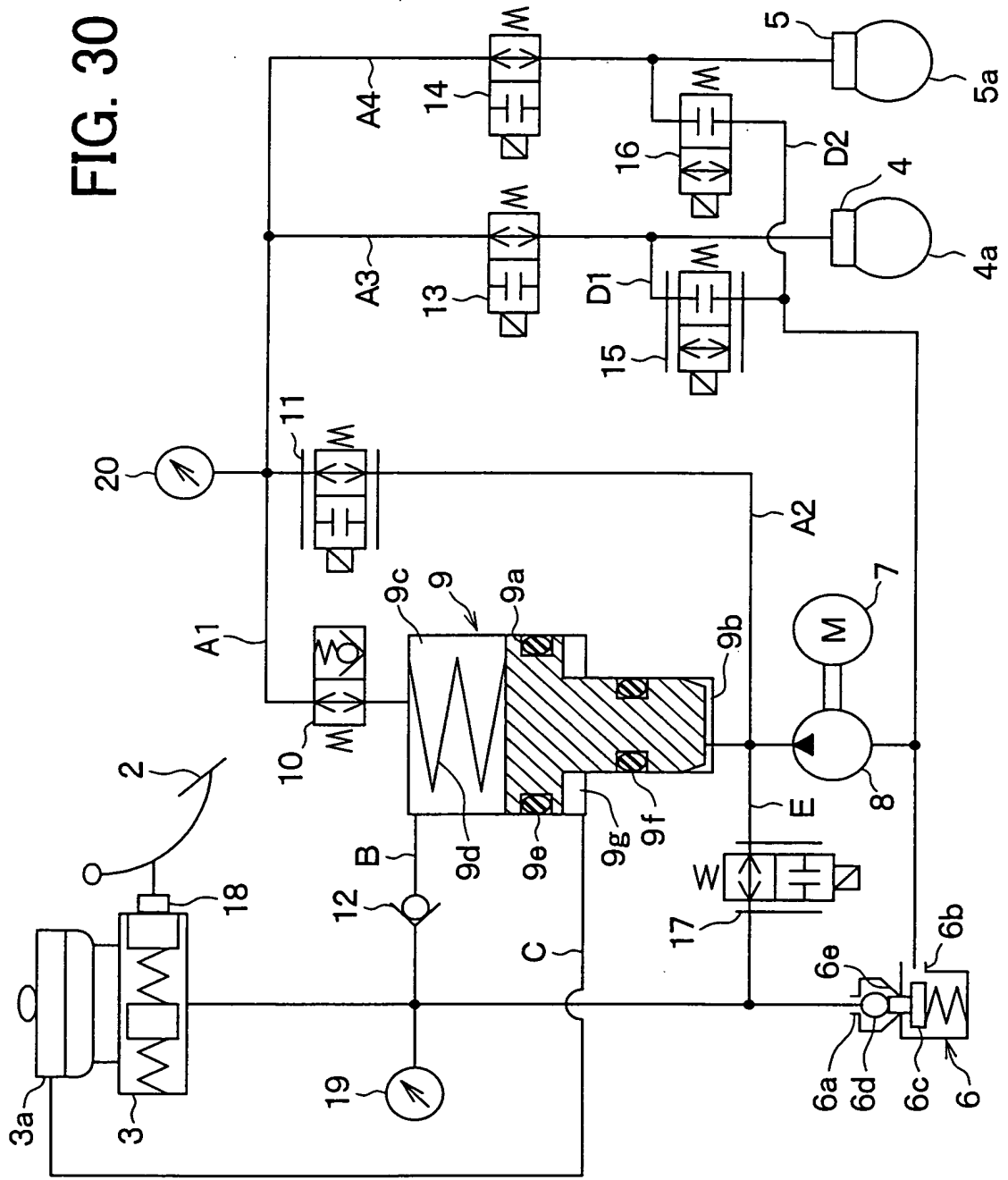
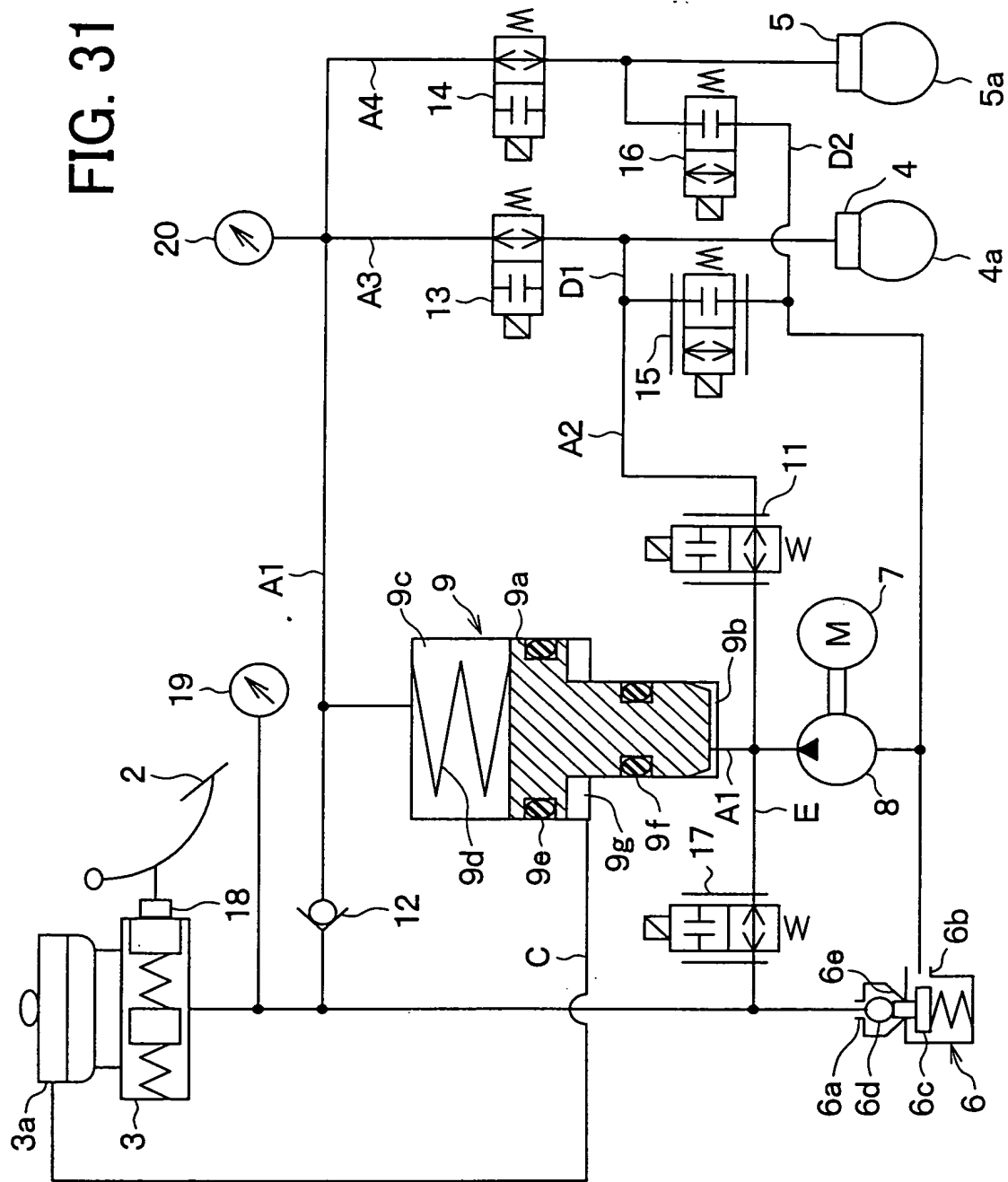


FIG. 30



[illegible]

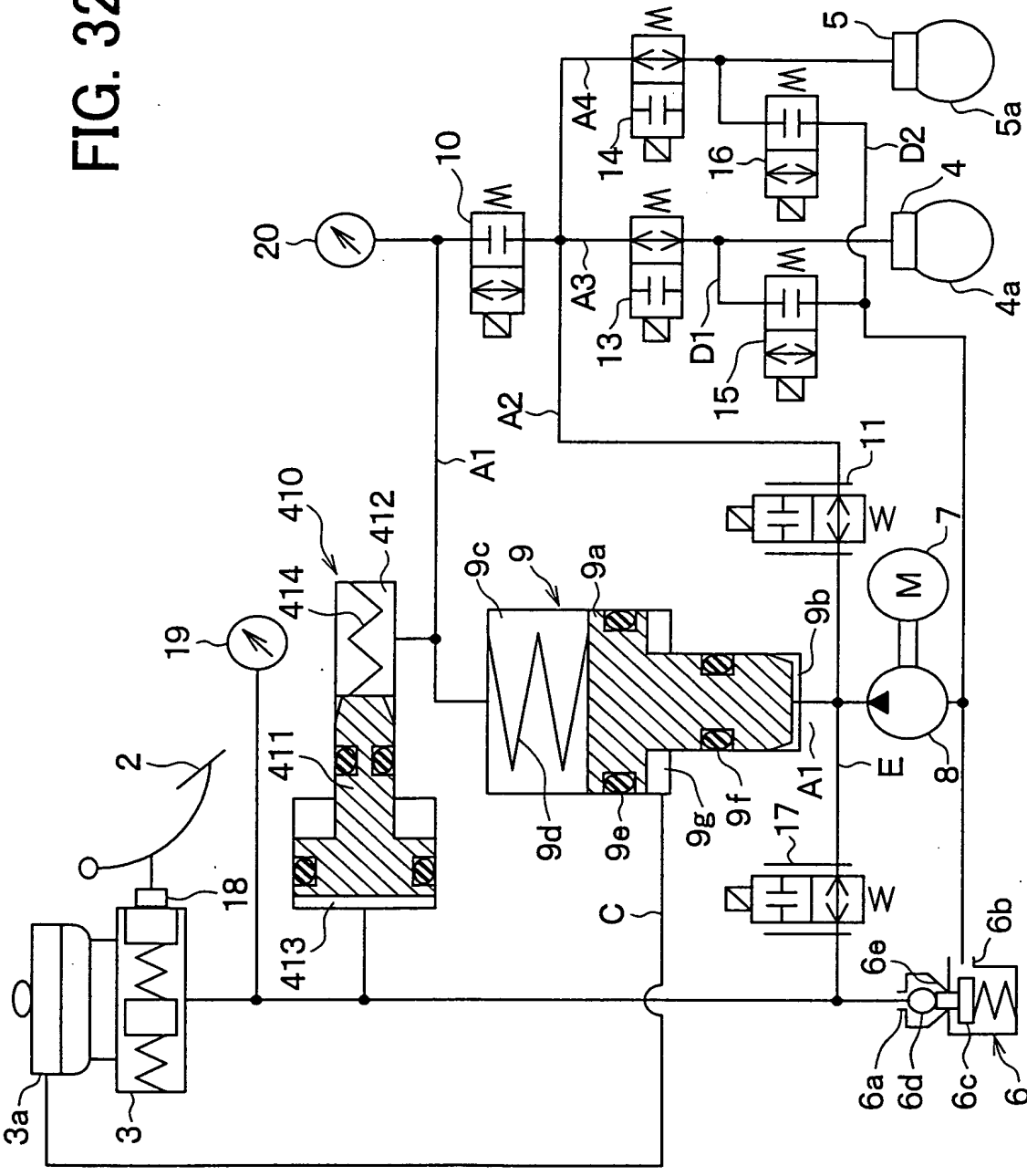


FIG. 32

FIG. 33

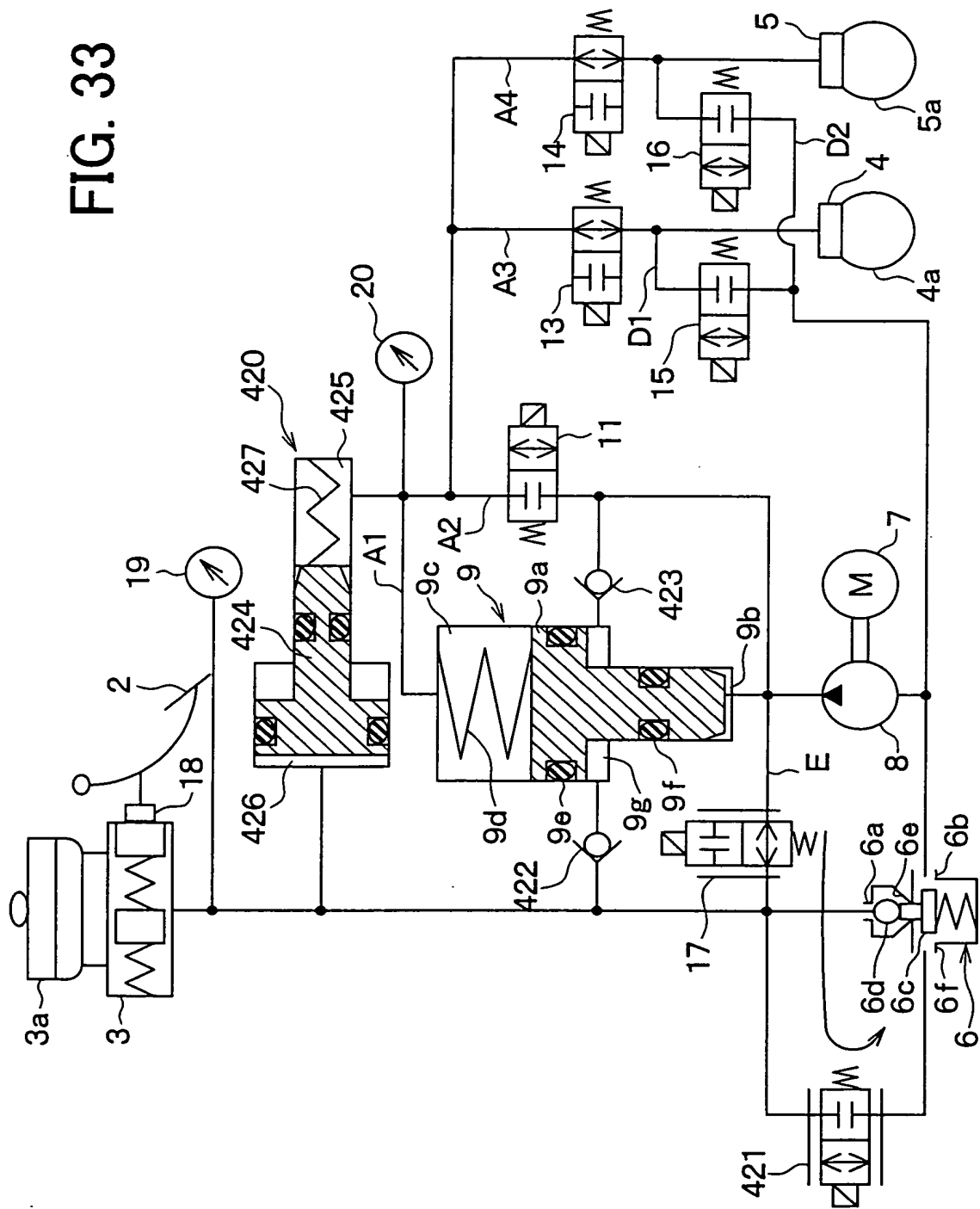
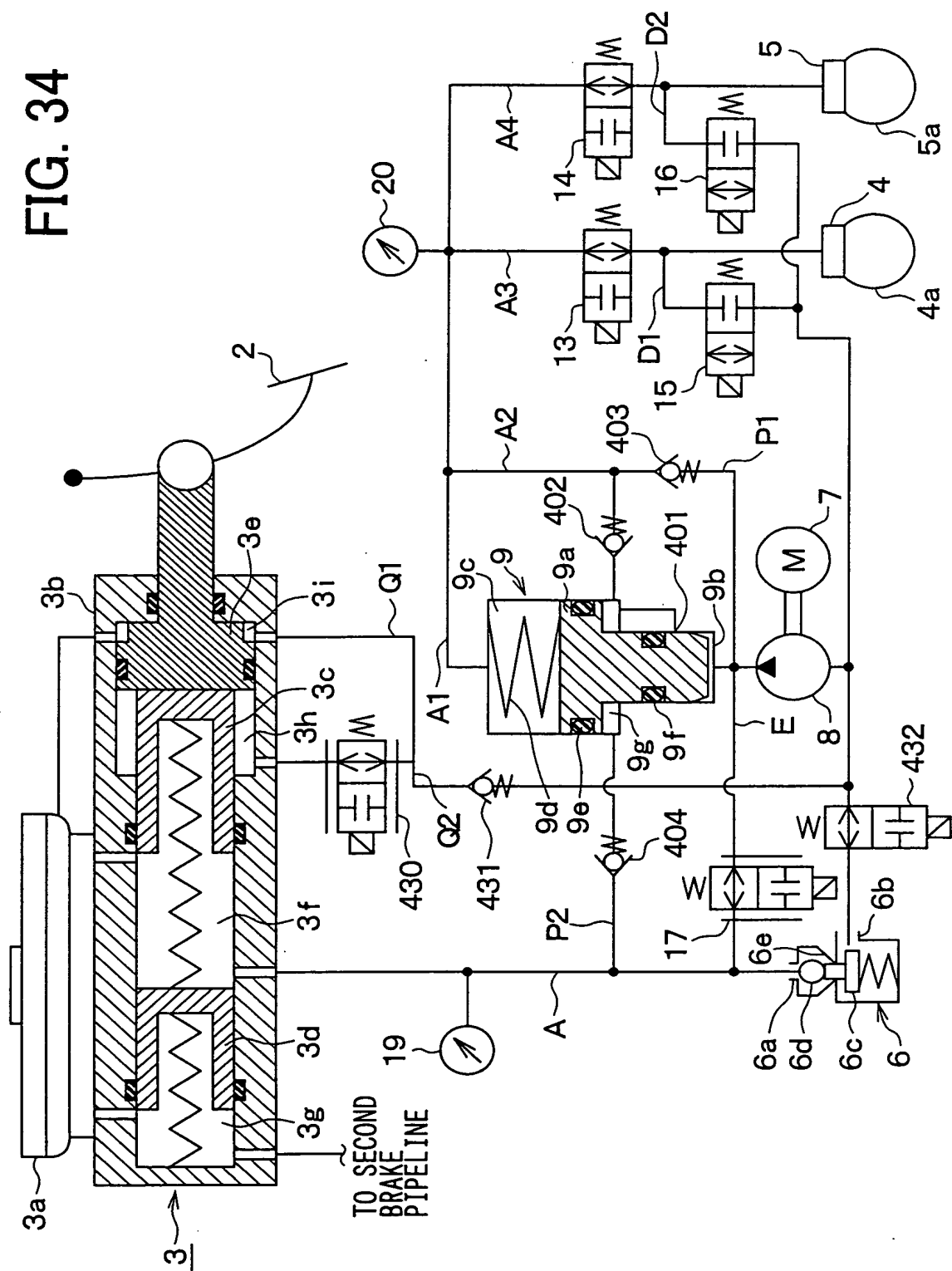


FIG. 34



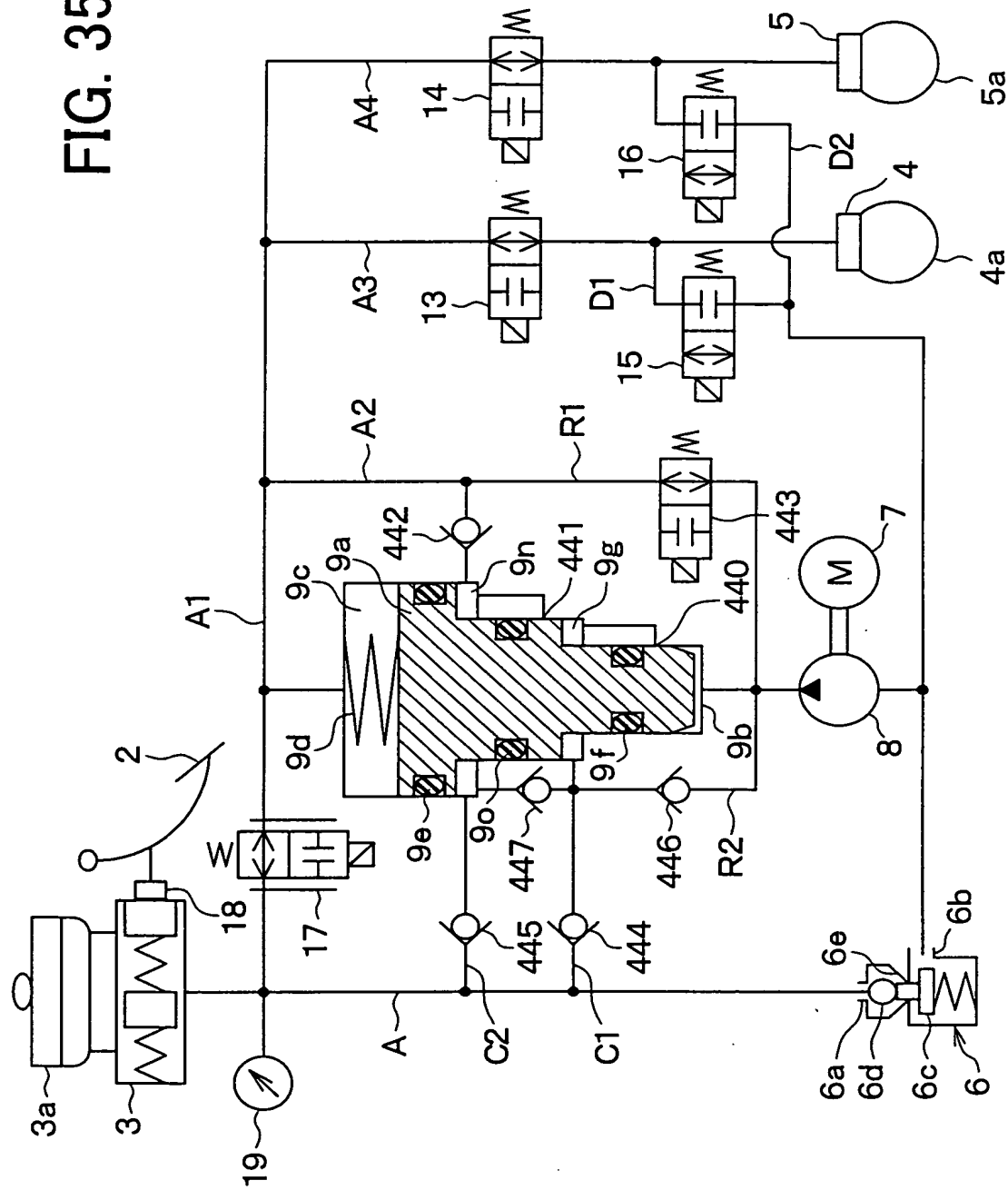


FIG. 35

FIG. 36

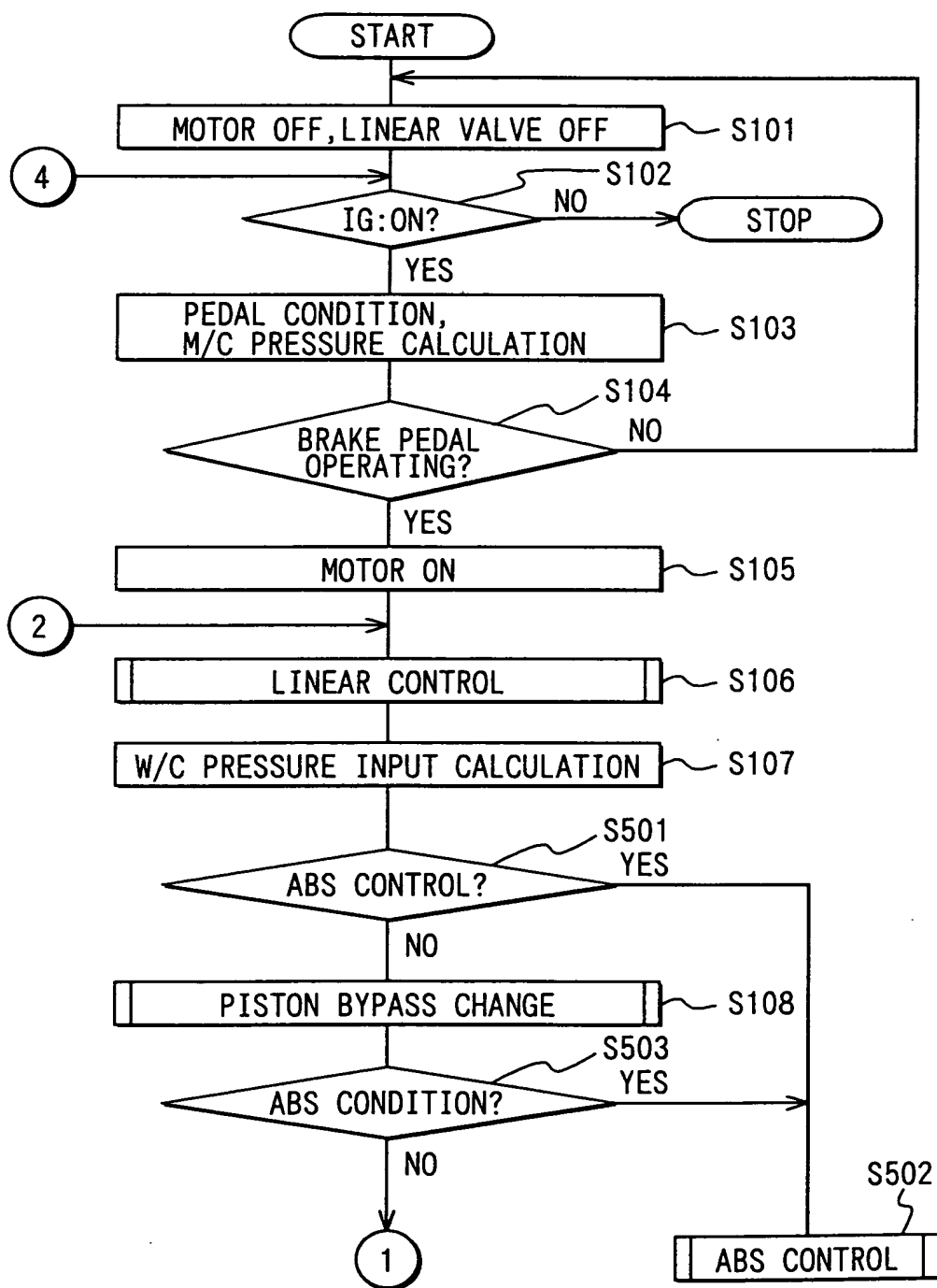


FIG. 37

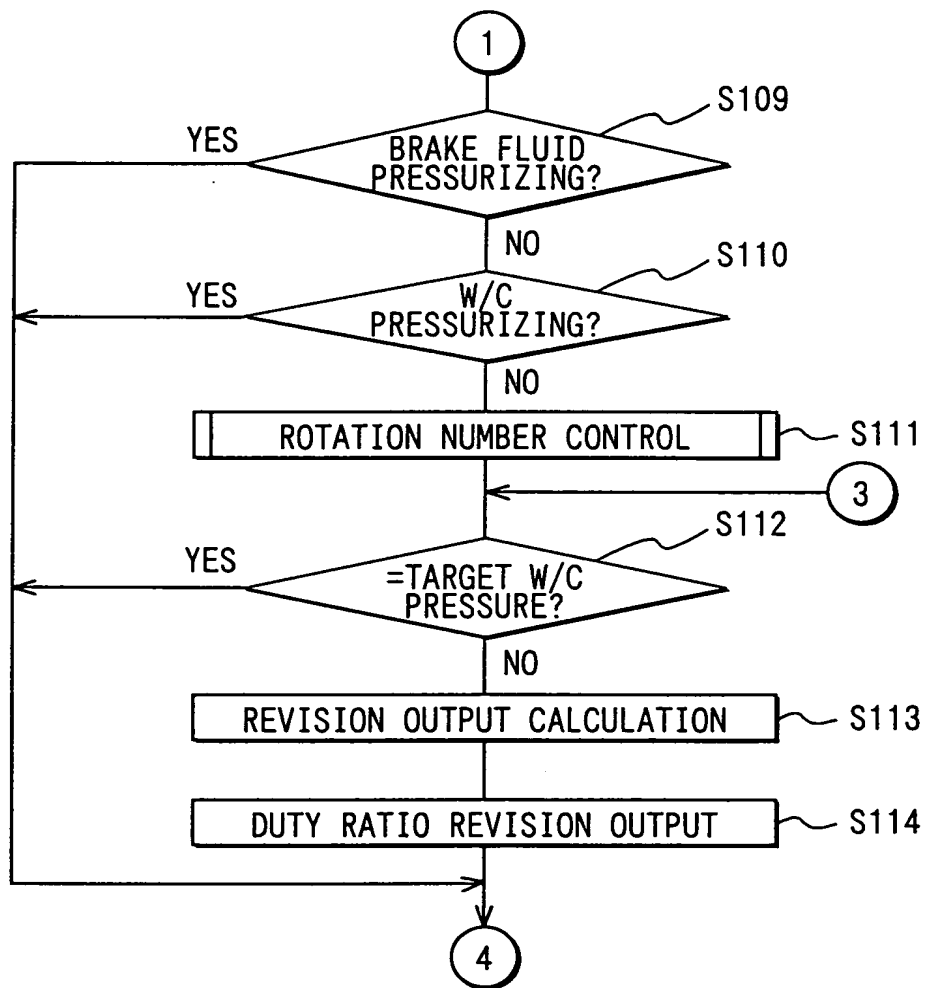


FIG. 38

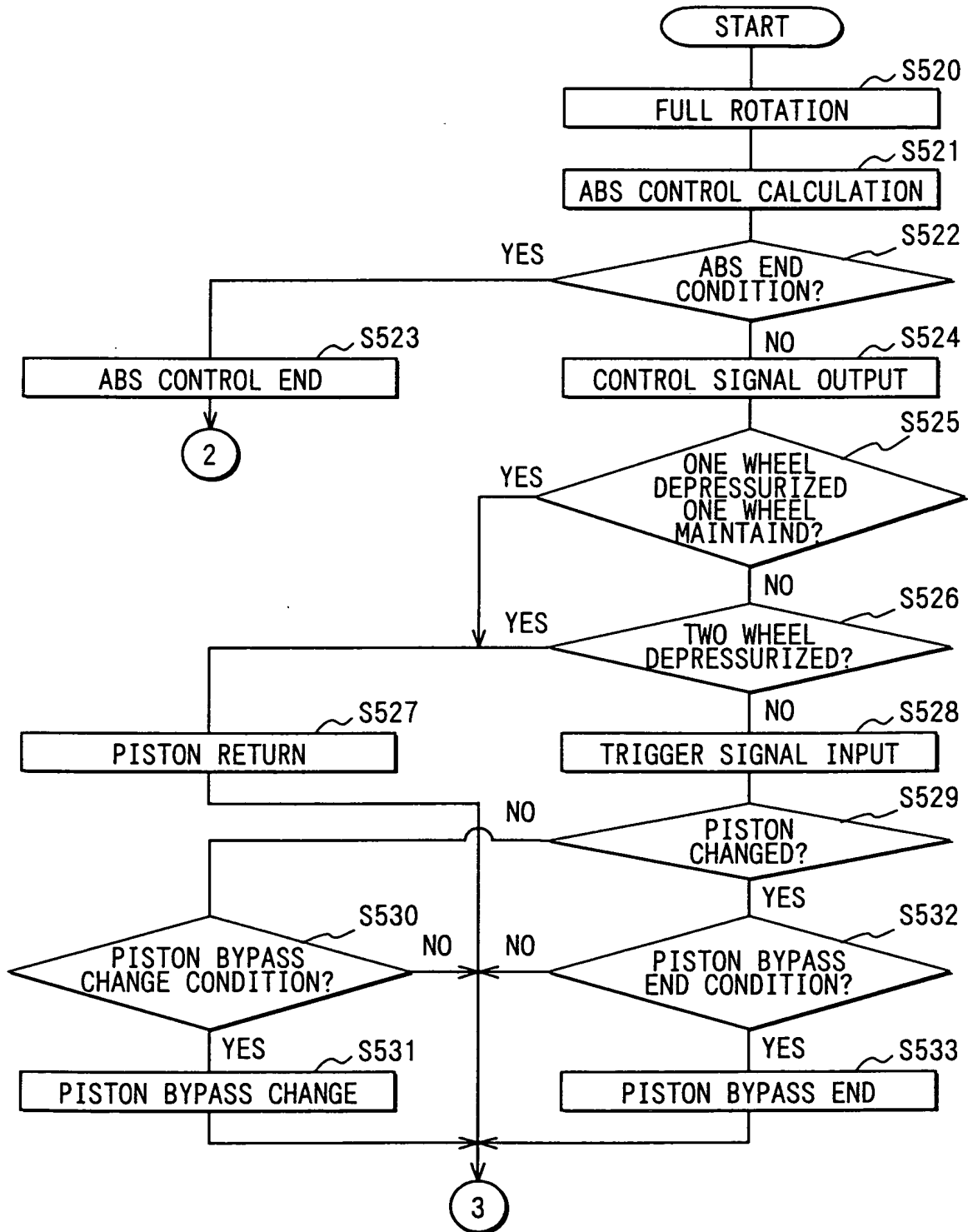


FIG. 39

